

# AIH HANDS

MAGAZINE OF THE U.S. NAVY FEBRUARY 2000



The Ironman  
Triathlon



# February

Number 993

## Features



### 12 My Turn

The Navy is many things to many people. For this lieutenant, the Navy saved his life.

### 14 The Ironman

Ever wonder why they do it? To be a triathlete takes three times the pain, but for what kind of gain? Read on and find out why five Sailors earned the title Ironman.

### 22 The Unlikeliest Hero

In 1966, BMCM(DV) Carl Brashear lost his leg in a freak shipboard accident. Four years and seven operations later he was diving again. Now, his story comes to the big screen in "Navy Diver" starring Cuba Gooding and Robert DeNiro.

### 28 Answering the Call

Navy divers seem to pop up everywhere at plane crash sites; during search and rescue operations; and at underwater construction sites. But, they all have one thing in common, Navy Dive and Salvage Training Center, Panama City, Fla.

Secretary of the Navy  
The Honorable Richard Danzig

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*All Hands* (USPS 372-970; ISSN 0002-5577)  
(Number 993) is published by the Naval Media Center,  
Publishing Division, 2713 Mitscher Rd., S.W.,  
Washington, D.C. 20373-5819  
and additional mailing offices.

**Subscriptions:** For sale by the Superintendent of  
Documents, U.S. Government Printing Office,  
Washington, D.C. 20402; (202) 512-1800.

**Postmaster:** Send address changes to *All Hands*,  
Naval Media Center, Publishing Division,  
2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819

**Editorial Offices:** Send submissions and correspondence  
to Naval Media Center, Publishing Division, ATTN: Editor,  
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Tel: (202) 433-4171 or DSN 288-4171  
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Message: NAVMEDIACEN WASHINGTON DC //32//

**Authorization:** The Secretary of the Navy has determined  
this publication is necessary in the transaction of business  
required by law of the Department of the Navy. Funds for  
printing this publication have been approved by the Navy  
Publications and Printing Committee.





## 34 **Serving Those Who Serve**

The Armed Services YMCA still provides a home away from home for Sailors and their families.

## 38 **Team for Humanity**

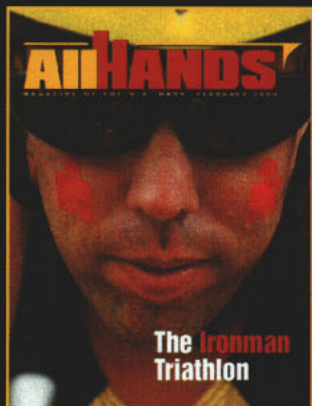
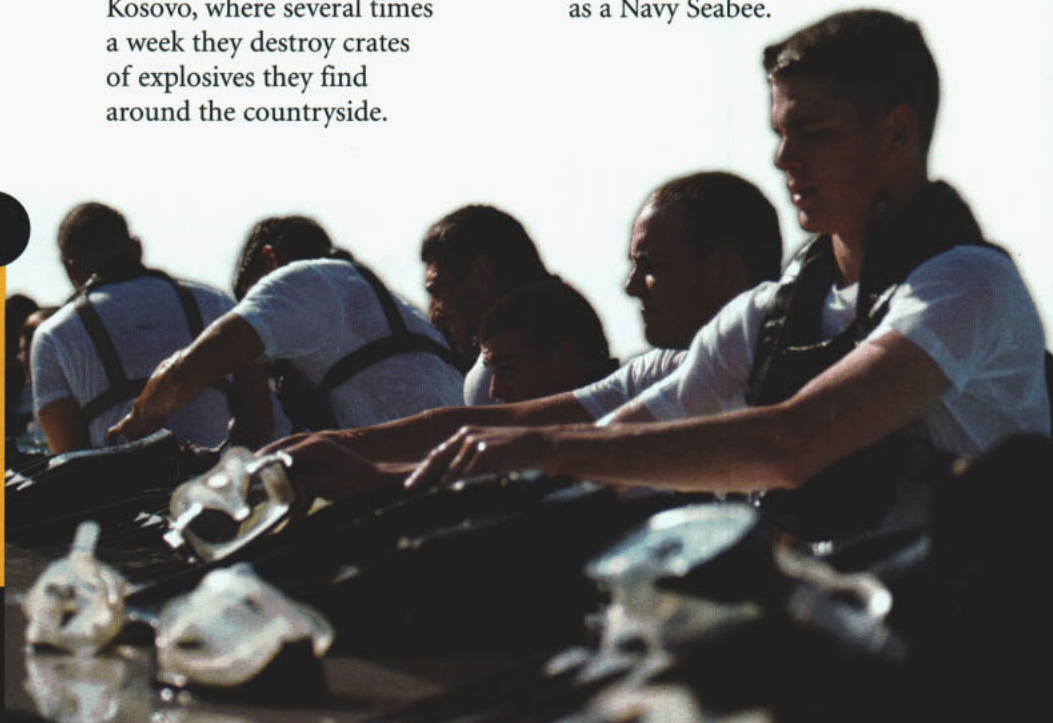
Navy EOD lives up to its name at Camp Monteith, Kosovo, where several times a week they destroy crates of explosives they find around the countryside.

## 40 **A Seabee Returns to the Balkans**

When Samir Zuhric left Banja Luca, Bosnia, at age 16 for the United States, he never dreamed he would one day find himself 250 miles from his home town as a Navy Seabee.

## Departments

- 6 **Around the Fleet**
- 42 **CyberSailor**
- 44 **Eye on the Fleet**
- 48 **The Final Word**



### On the Front Cover

CTRI (SW) Matt Sampson, one of seven Navy participants in 1999's Ironman Triathlon World Championship in Kona, Hawaii shows he has a grip on the competition and the ability to endure this year's race.

*Photo by PH2 Jim Watson*

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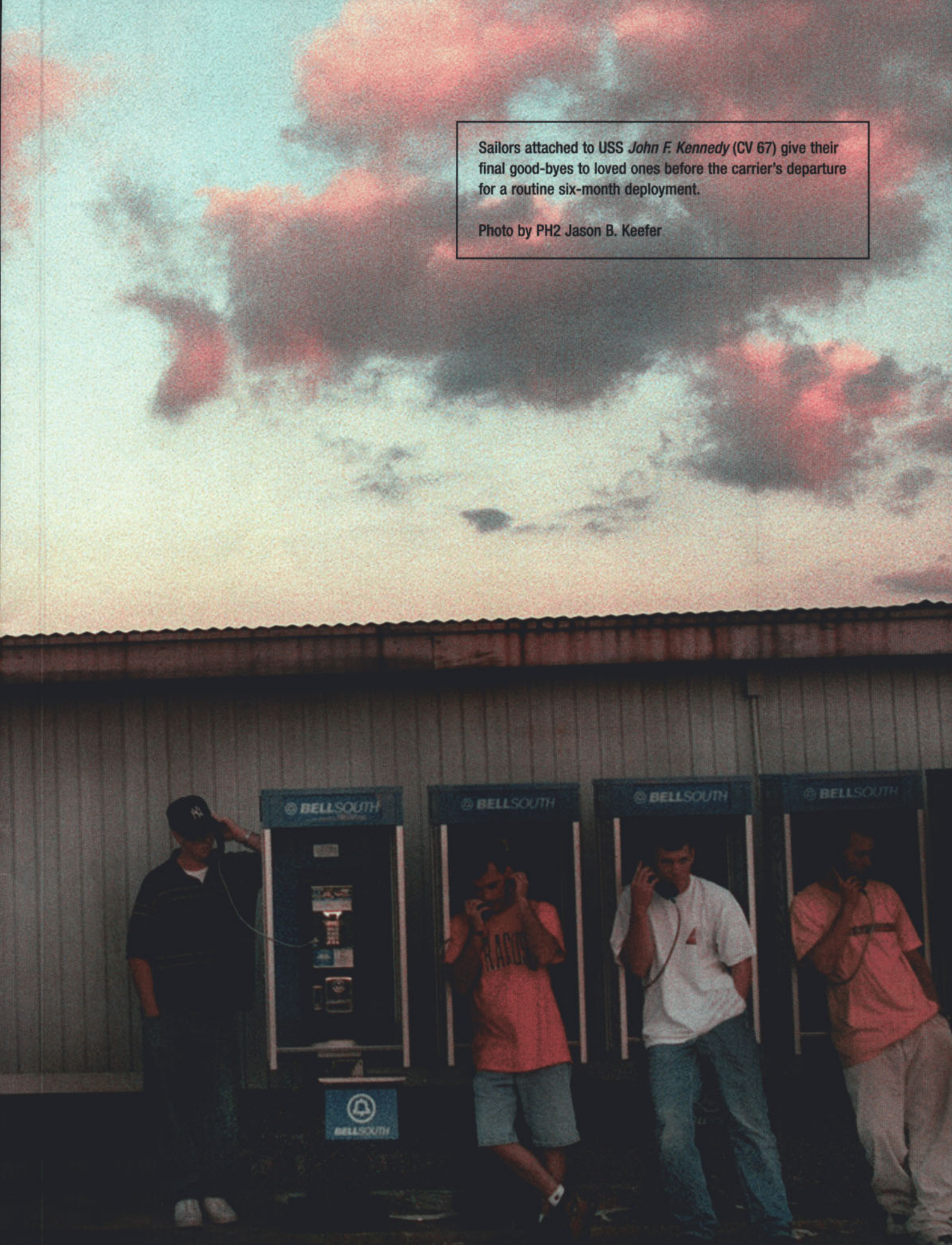
# Last Call





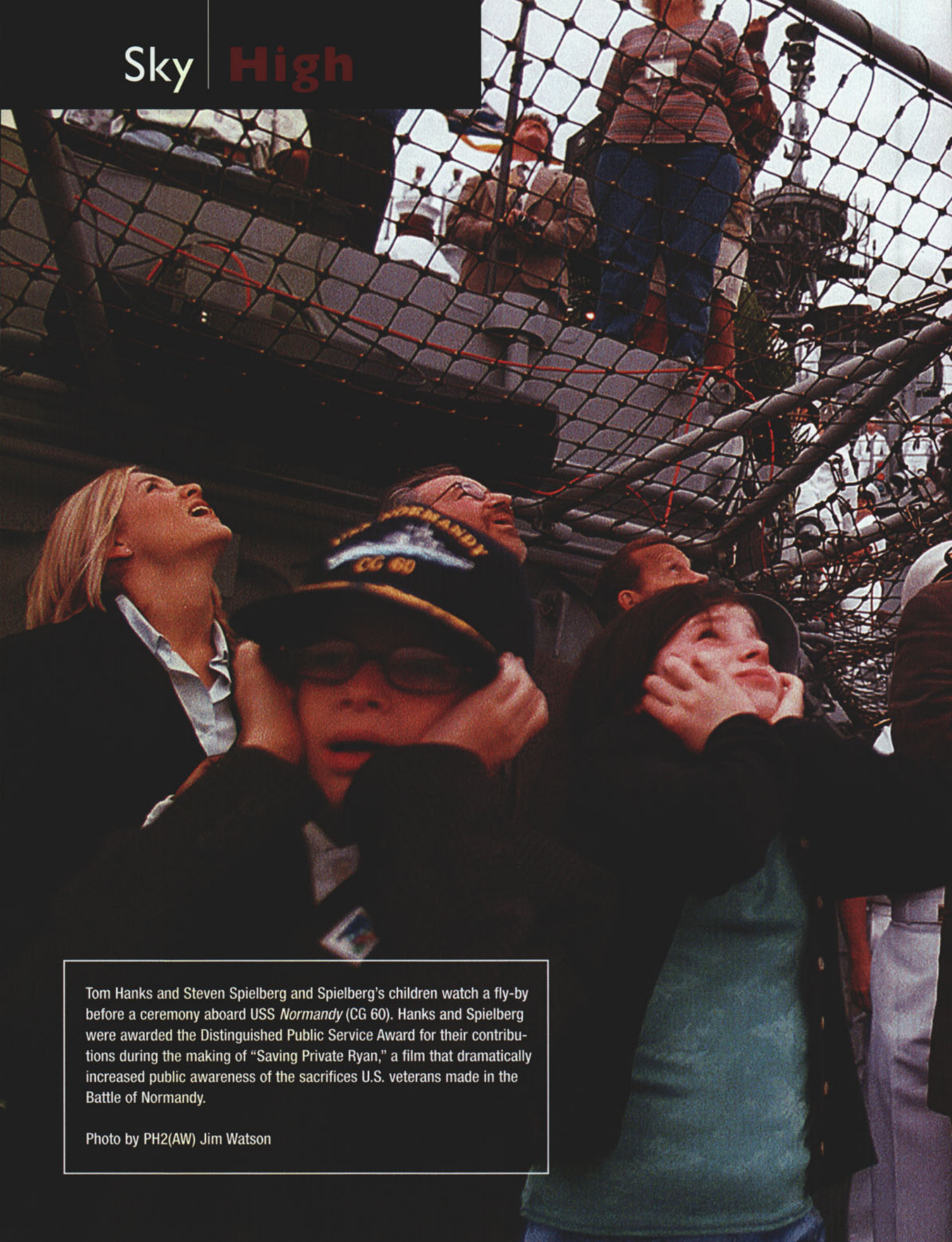
Sailors attached to USS *John F. Kennedy* (CV 67) give their final good-byes to loved ones before the carrier's departure for a routine six-month deployment.

Photo by PH2 Jason B. Keefer





# Sky High



Tom Hanks and Steven Spielberg and Spielberg's children watch a fly-by before a ceremony aboard USS *Normandy* (CG 60). Hanks and Spielberg were awarded the Distinguished Public Service Award for their contributions during the making of "Saving Private Ryan," a film that dramatically increased public awareness of the sacrifices U.S. veterans made in the Battle of Normandy.

Photo by PH2(AW) Jim Watson





## Navy honors Spielberg and Hanks for film 'Saving Private Ryan'

"Steven Spielberg and Tom Hanks broke through the fog of a war made too sweet. In 'Saving Private Ryan' they unlocked, none too soon, the muted voices of World War II veterans across America who fought and died in that war."

Under Secretary of the Navy Jerry Hultin spoke these words before presenting the Navy's highest civilian honor, the Distinguished Public Service Award, to the Hollywood luminaries during a Veterans Day Ceremony aboard USS *Normandy* (CG 60), berthed at Port Everglades, Fla.

Hultin, who stood in for Secretary of the Navy, Richard Danzig, to present the award which recognized "the serious and powerful way the film reminded the American public of the sacrifices made by U.S. veterans during the Battle of Normandy."

The Battle of Normandy began on D-Day, June 6, 1944, as the Allies launched an enormous amphibious assault against German forces who fiercely defended beaches from fortified pillboxes. Thousands of Americans lost their lives in the assault that marked the beginning of the end of the Nazi domination of Europe.

"Saving Private Ryan," directed and produced by Spielberg and starring Hanks as CAPT John Miller, has been honored by Hollywood and national leaders alike as perhaps the most poignantly realistic film dramatization of American heroism and sacrifice on Normandy's Omaha Beach and in the subsequent push inland.

Capt. Bernard J. McCullough III, U.S. Army, USS *Normandy's* commanding officer, welcomed hundreds of veterans and dignitaries to the ceremony on the ship's flight deck. He noted that the average age of his crew is 25. He said that most of them had only read in history books about the D-Day invasion or heard a few stories about it.

"Our Sailors and a generation of younger Americans have a better understanding of what it means to serve their country because of your film," McCullough said to Hanks and Spielberg.

Prior to presenting the awards, Under Secretary Hultin said "Saving Private Ryan" gave voice to many veterans who, "when asked, would not tell."

After receiving his award, Spielberg recalled a favorite quote, saying, "Service is the rent we pay for being. It is the very purpose of life and not something you do in your spare time."

Expressing his thanks, Spielberg added, "God bless all the men and women who have ever served, especially inside this century, for the price of freedom."

Hanks pointed out that he "grew up in the shadow of the Navy."

As the son of a Navy machinist's mate, growing up in Alameda, Calif., Hanks said he often heard the names *Coral Sea*, *Enterprise*, *Nimitz* and *Ranger*, and he knew that when a ship came home under the Golden Gate Bridge that "it was a big deal."

Speaking to the veterans in attendance, Hanks said, "I see you here with your hats, I see you with your proud bearing and I recognize you for your service. And I thank you for the gift of liberty you gave me and my children."

Hanks, Spielberg and their families visited with veterans, guests, Sailors and Marines aboard *Normandy* and took time to reenlist *Normandy* Sailor, Yeoman 2nd Class Jimmy Handley.

"It feels good to stand up and re-enlist in front of people like Mr. Hanks and Mr. Spielberg, who have done so much for the military with their recent movie," Handley said.

He has seen the movie many times, as it was screened aboard ship.

"It has a lot of emotion in it," Handley concluded. "Watching the movie makes you feel proud just to serve."

Story by Loren Barnes of the Naval Air Station Jacksonville public affairs.



# Letters

Editor,

I read with great interest the stories of Navy vets and the Sailor's Home in Gulfport, Miss. One story in particular caught my interest, that of the retired chief aviation pilot.

Today we have serious problems recruiting and retaining naval aviators and

flight officers. Why can't some program be established where E-6s in certain ratings could apply for aviation or flight officer training and designation as a CPO aviator?

Enlisteds serve in various aviation and electronic warfare occupations, and as air crewmen. Look at the vast numbers of flight engineers, AWs and other categories of enlisted air crewmen that perform successfully in flight operations every single day.

Look at the Marine Corps who utilize qualified enlisteds as navigators on C-130 tankers and electronic reconnaissance aircraft. Look at the Army, who train and retain warrant officers to fly its massive helicopter inventory, and note that the Army has far less of a problem keeping these war-rants in its ranks.

Certainly there are many blue shirts who could succeed in aviation. It would be a great way for the Navy to alleviate pilot and flight officer short falls. And, the Navy would be gaining a cadre of committed and professional men and women in its aviation community.

PO2 Andrew Dunn  
Rota, Spain

Editor,

I had to comment on the overall November issue of *All Hands*. In all honesty I usually don't read the articles but rather thumb through looking at the pictures and reading whatever seems interesting at the moment.

This issue, however, had my full attention. With the best photography I've seen in this publication, I read nearly the whole magazine cover-to-cover.

I need to mention one

spread in particular, though. "Shattered Lives" by JO1 Robert Benson is of *Time* Magazine quality. The photos alone tell the story and the accompanying text picks up the details. Bravo Zulu!

PN2(SW/AW) Shannon Benikosky  
NASNI AIMD SEAOPDET  
San Diego

Editor,

Enjoyed your article on "Junior McCain Sailor becomes senior watch stander."

It's not the first time that a junior Sailor became in port OOD on a USS *John S. McCain*. She was my first ship and it was at a time that the Navy was short about 30,000 petty officers. I was on USS *John S. McCain* (DDG 36) from November 1976 through April 1978 and stood OOD for about 3 months, while the ship was being decommissioned.

QMCM(SW/AW) Charles Binkley  
Navy Manpower Analysis Center  
Millington, Tenn.

Editor,

As always, your publication just keeps getting better and better.

I also wanted to thank you for including PH3 Parker's (USS *Blue Ridge* (LCC 19) photographer) shot of our band performing for a ceremony in Tokyo in the "Any Day" issue. I appreciate the shot in the arm it gave my hard-working Sailors, many of whom are brand new in the Navy, and it made me feel so good to see the look on their faces the morning we received our copy. That was worth a million bucks to me, and I wanted to thank you. We all look forward to each month's issue.

LTJG Dave Hodge,  
Bandmaster, 7th Fleet Band

## OOPS!

Editor,

On Page 37 of the October 1999 edition of *All Hands* magazine, you misspelled Maj. Gen. Leonard T. Gerow's last name. You spelled it "Geron" vice "Gerow." I should know because he's my great uncle.

CTTCM(SS) Fred Gerow  
NAVSECGRUDEPT  
Diego Garcia

Editor,

The Maritime Headquarters Admiral Netherlands Fleet, Royal Netherlands Navy in Den Helder, The Netherlands, subscribes to your magazine. It is read with a lot of interest by the staff. The articles give us a good insight in the issues on hand in the U.S. Navy.

In the November issue, however, a small error was detected. In the article on the Hanson brothers SK2 Pat Hanson states on Page 42, 2nd column, that his ship was in port in Curacao, Venezuela.

Curacao is one of the six islands that make up the Netherlands Antilles and Aruba, two of three equal parts of the Kingdom of the Netherlands, the third part being The Netherlands in Europe.

The island of Curacao is located some 30 nautical miles off the Venezuelan coast. This might have caused the misunderstanding. The Royal Netherlands Navy maintains a naval presence on the island, with one frigate and several MPAs on station throughout the year.

LTCDR RNLN Wilco A. Kramer  
Deputy Staff Operation Officer  
Admiral Netherlands Fleet

## Super Hornets arrive at NAS Lemoore

Seven F/A-18 E/F *Super Hornets* flew into NAS Lemoore, Calif.,  
(continued on page 8)

ALL HANDS

## BY THE Numbers

### 6

The number of Navy EOD technicians providing support for Operation Joint Guardian/Task Force Falcon in Kosovo.

### 10

The number of days a First Class Diver must be evaluated to determine the candidate's ability to successfully perform as a diving supervisor and become a Master Diver.

### 1,539

Number of registered competitors for the 1999 Ironman Triathlon World Championship in Kona, Hawaii.

### 1926

The year Black history was first formally recognized in the United States. Carter G. Woodson, noted scholar and historian, founded the Association for the Study of Negro Life and History in 1915. He initiated Black History Week Feb. 12, 1926.



# |||||NCP

## THE NAVY COLLEGE PROGRAM

## Phase 2 – *Underway!*

On Oct. 1, the Chief of Naval Education and Training (CNET) implemented an enhanced voluntary education program which will streamline and expand the opportunity for Sailors to pursue college degrees by building, to the maximum extent possible, on the academic credit Sailors earn for training and work experience.

The Navy College Program (NCP), serves as the umbrella for the current components of voluntary education, and adds several new features. NCP is being introduced in three phases during the next year.

"In the past, young people joined the Navy to get money to go to college after their service," Chief of Naval Operations ADM Jay L. Johnson said. "Now, young people will join the Navy to go to college while serving their country. This is a powerful notion – one that will benefit the Sailor, the Navy and the nation."

Phase 2 (January 2000 to Sept. 30, 2000) of the program allows Sailors to access, view and download copies of their transcript. Also, Sailors can request a copy of their SMART transcript from their local Navy College Office or the new Navy College Center in Pensacola, Fla. The Sailor/Marine Corps American Council on Education Registry Transcript (SMART) is a computer-generated transcript that will automatically record the recommended college credit a Sailor earns for military

training and work experience. Sailors can also submit official copies of their SMART to academic institutions of their choice.

"The majority of calls received at the Navy College Center from Sailors by far have been requests for copies of the SMART," said CAPT Mary McAdams, commanding officer of the Naval Education Training Professional Development and Technology Center (NETPDTTC). "Our academic advisors at the Navy College Center have been extremely busy answering Sailors' questions and responding to their requests received via the 1-800 number, fax and email."

"The Navy College Program is geared toward the reality of life at sea, and we will use the Internet to provide Sailors with on-line access to their college transcript," Johnson explained.

Using Service members Opportunity Colleges-Navy (SOCNAV) as the foundation, partnerships with colleges and universities are being established during Phase 2 to develop rating-specific degree options so that these institutions will accept, to the maximum extent possible, college credit for Navy training and experience. This will enhance the current network of 85 colleges and universities supporting Navy education programs.

Additionally, the goal of the new NCP partnerships is to simplify acceptance, enrollment, residency

requirements and the acceptance of college credit transferred from other academic institutions. The new education partners are developing degree roadmaps to allow Sailors to easily see how their credit earned from Navy training and work experience, off-duty education, and credit-by-examination fit into a specific degree program.

During Phase 3 (October 2000 and beyond), the Navy College Program will evolve into a fully mature program. Navy College Offices will continue to be upgraded, availability of academic advice will continue to expand, and Sailors will have more degree options available, including rating-related degree programs maximizing the credits earned from Navy training and job experience. Re-evaluation of initial skills and continued evaluation of follow-on training will be conducted, and additional Navy College Learning Centers will be opened to provide Sailors an opportunity to improve job skills and prepare for college.

The CNO added that personal development begets professional development. "This is a program that's going to make our Sailors more capable of doing their job," Johnson said.

For more information about the Navy College Program, visit your local Navy College Office, call the Navy College Center at 1-877-253-7122/ DSN 922-1828 or visit the website at [www.navycollege.navy.mil](http://www.navycollege.navy.mil).



# Around the Fleet

recently to become the first of more than 34 new aircraft that the "Flying Eagles" of Strike Fighter Squadron (VFA) 122 will receive during the next two years.

The newly formed squadron stood up in January 1999, as the Fleet Readiness Squadron responsible for aircrew and maintenance training in the Navy's newest tactical aircraft. The new squadron currently consists of about 165 personnel but is expected to grow to more than 500 during the next several years.

Story by Denise Deon, F/A-18 Public Affairs, NAVAIRSYSCOM, Patuxent River, Md.

## TIME CAPSULE

This month we take a look at *All Hands* issues from 50, 25 and 10 years ago. In each of the issues, new programs and ships were highlighted, including things Sailors take for granted these days.

### 50 years ago – February 1950

In this issue, *All Hands* featured U.S. Sailors patrolling commerce on Germany's Rhine River using 11 former German torpedo retrievers. The magazine also explained a new pay act which first introduced longevity pay increases every two years.

### 25 years ago – February 1975

A search and rescue team from Naval Air Station, Lemoore, Calif., saved nine junior high school students who were snowbound deep in a canyon at Yosemite National Park. *All Hands* also printed a lengthy feature on the then-new *Trident* submarine.

### 10 years ago – February 1990

*All Hands* covered the commissioning of USS *Abraham Lincoln* (CV 72) the 15th carrier on active duty at the time. Also, Navy hovercraft, officially called Landing Craft Air Cushion (LCACs), had just been introduced to the 6th Fleet in the Mediterranean.



## SHIPMATES



**Hospital Corpsman 1st Class Carlo C. DiMercurio** was selected as the Bureau of Medicine and Surgery's Sailor of the Year and awarded the Navy Achievement Medal for outstanding service as Assistant Medical Corps Plant Analyst. DiMercurio was cited for his superior job performance and excellent leadership that was key to meeting the mission of Navy Medicine and enhancing the quality of life and morale at BUMED.



**Aviation Ordnanceman 1st Class Marty D. Sutherland**, assigned to Weapons Test Squadron, China Lake, Calif., found new and innovative ways to reduce man-hours required to perform tasks and improve ordnance loading evaluations. During a recent E-6 manning decline, he volunteered for a heavier than usual work load and was assigned the responsibilities of the Ordnance LPO.



**Engineman 3rd Class Ricky Flett** was selected as Port Ops Junior Sailor of the Quarter, Naval Station Everett, Wash. The Prosser, Wash., native was cited for exceptional qualities ranging from conduct and initiative to reliability and resourcefulness.



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819.

## Father & Son Seabees

A child often follows in their parent's footsteps. Whether attending the same college or something as simple as mimicking their hand gestures, parents are often the initial and strongest influence in a child's life.

Construction Electrician 1st Class Charles Roe is a perfect example. His father retired from the Navy and his grandfather served a total of 14 years with the Army and Navy. Roe, 37, is less than two years away from retiring with 20 years. His twilight tour is with Naval Mobile Construction Battalion (NMCB) 74. His son, Builder 3rd Class Richard Roe, 22, is currently serving his first tour ... in the same battalion. Although they didn't plan it, the path to them serving together seems paved well before Richard had learned how to ride his first bicycle.

He was only five when his mother, Susan, married Charles



in 1984. Already a Seabee at the time, CE1 Roe exposed his son to the military and construction at an early age. Mr. and Mrs. Roe strongly desire that all three of their children serve at least one term in the military. "I think they get something from the military that Charlie and I can't give them," said Susan.

"I think it helps them grow," added Charles. "They learn independence. They know to make decisions and stick by them."

In time, Richard became interested in construction and also joined the Army Reserve Officer Training Corps (ROTC) in high school.

Upon graduation, Richard pursued a career in the Army. Not getting a field he wanted, he decided to see the Navy recruiter who offered him a job as a builder. Richard accepted the offer and he was soon on his way to Builder "A" School. Later, he reported to NMCB 74.

Meanwhile, Charles was busy negotiating orders with his detailer. After talking it over with his wife, he asked his detailer for any construction

battalion on the Atlantic coast. They were hoping for NMCB 74 because it worked out beautifully with the holidays. The seven-month deployments the battalion makes would not fall during the holiday season. Out of sheer luck, fate, timing or a great combination of the three, the senior Roe received his orders for "Fearless 74."

Being a man of few words, Richard was casually "surprised" to find out that his father was going to join him in the battalion. Sure his buddies harassed him once they found out his dad was in the battalion, but Richard looks at it from a brighter angle.

With more than 18 years of military experience under his belt, Charles is a vast fountain of information for his son. "I go to him if I have a problem. I can trust him," Richard said.

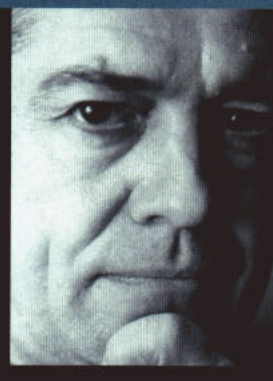
Outside of work, Richard lives in the barracks while the battalion is home at the Naval Construction Battalion Center in Gulfport, Miss., so he can have "his space." Even so, Richard frequently stops by his father's

**Master Chief Petty Officer of the Navy  
MMCM(SS/SW/AW) Jim Herdt**

## Speaking with Sailors

Here are some questions from all hands calls during the MCPON's recent visit to the Arabian Gulf:

Photo by JO1 Robert Benson



### Q: What did Congress do with our retirement pay?

A: When REDUX took effect a lot of Sailors were pretty confused and/or unhappy with what was waiting for them after 20 years service. Congress has fixed that this year. Every service member will have the option of retiring with 50 percent of their active pay.

REDUX will still be another option, and it's one I want Sailors to carefully consider before choosing it. Sailors will have to decide which retirement plan they want at the 15 year mark of their career. That scares me a little because I know that is a time of maximum financial stress for a lot of shipmates.

If a Sailor opts for the REDUX plan, they will receive a \$30,000 lump sum payment at their 15-year mark and retire at 20 years with 40 percent of their pay. I assure you that \$30,000 won't look at all like \$30,000 after taxes. This still may be a great idea for some people, but I'm afraid some Sailors will mortgage their future for a quick fix to financial difficulties.

I don't and won't say one option is better than the other, but I do want to make sure Sailors have all of the information and take their time making a responsible decision.

### Q: What is going on with the NAVLEAD classes being required?

A: The CNO and I strongly believe this is the most important thing we're doing as a Navy in the non-deployed side of our lives. The short version of it is second class through chief petty officers have to go through the Leadership Training Course (LTC) at your current pay grade before you can be advanced.

From now until Oct. 1, 2001, Sailors can take the advancement exam without attending their current course, but won't be advanced from that exam until they attend their respective leadership training.

I'm here to tell you, that should be the exception, not the standard. The right thing to do is to attend the LTC as soon as possible after getting promoted. The professional development of our Sailors is a critical investment in our future that we must all make a commitment to.

## On assignment



### Me and EOD

"I enjoyed spending a couple of weeks in Kosovo; it's the type of assignment I prefer," said PH1 Jim Hampshire, who was sent to Camp Monteith to cover Seabees and EOD Sailors deployed there. Here, Hampshire photographs GM2(EOD) David A. Dimier of EOD Mobile Unit 8 wrapping CS grenades with plastic explosives in preparation for their destruction. "The best part of this assignment was having the chance to put the word out that the Navy has been playing a major role in the Balkans since we went in, and continues to play a part to this day."

**Speaking with Sailors** is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.



# Around the Fleet

house. The two are often found together with Phillip, 18, and Jason, 10, refurbishing the neighbor's house, repairing the other neighbor's house and tinkering around with car engines, lawnmowers and whatever else can be tooled with. "They've always been real close," said Susan.

Charles has less than two years left in the Navy. Even upon retirement, his legacy will continue. He passes the knowledge gained from his father who received wisdom from his father onto his son Richard. Add to that the possibility of Phillip joining the military, and you have another Roe to help spread the unique experience that only the military can provide.

Story by JO2 Pat Pawlowski,  
NMCB 74 Public Affairs

## Overseas screening requirements change

As a result of a recent review of the overseas screening process, Navy officials have announced several changes aimed at completing a high quality screening of all Sailors in less

than 30 days from receipt of orders to assignment to commands overseas.

The changes are designed to resolve readiness issues for overseas units and improve the quality of life for Sailors. The changes, effective immediately, were announced in NAVADMIN 297/99 and will be reflected in the next updates to the Officer and Enlisted Transfer Manuals. The January 2000 revisions to chapter four of the Officer and Enlisted Transfer Manuals addressing the policy changes are currently available online and may be downloaded from the BUPERS/NAVPERSCOM website at: [www.bupers.navy.mil/pers451](http://www.bupers.navy.mil/pers451).

## Push Button Bo's'ns

"I couldn't have come up with a better system," said Boatwain's Mate 3rd Class Joshea Louder, of Edgar, La. "It's at least 90 percent better than the old console ... because it's computerized; it's more reliable. You don't have to worry about it getting jammed."

USS *Harry S. Truman*, (CVN 75) was the first aircraft carrier to replace traditional repeaters and

## Ready for the recruiting challenge? The Navy needs you.

In a proactive effort to ensure that the number of Sailors serving as recruiters remains sufficient to support the Navy's accession goal, detailers at Navy Personnel Command are looking for volunteers who would like to help man the Navy of the future.

"We need to maintain our recruiting momentum, and we are primarily looking for E-4 and E-5 volunteers who are eligible for shore duty," said RADM Hamlin B. Tallent, assistant commander, Navy Personnel Command for Distribution. "It has been clearly demonstrated that this group has the potential to meet or exceed the productivity of some of our best recruiters."

Although FY99 was a very successful year for recruiting as more than 52,300 recruits joined the Navy team, this year presents more challenges, including a higher accession goal.

"We've got to get the right people into the Navy — about 60,000 of them — and that will take a lot of recruiters," Tallent emphasized. "There's plenty of exceptional Sailors out there in the fleet who can step up to the plate and get the job done. We'd like them to call their detailers, if they're eligible for shore duty, and we'll try our best to put them in a recruiting station where they'd like to serve."

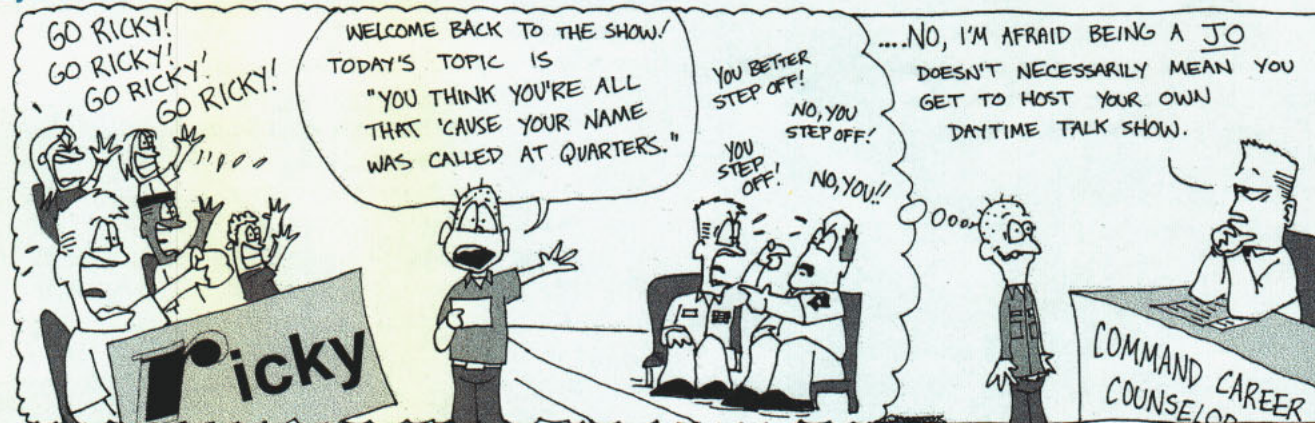
Recruiting duty also offers several incentives, such as \$375 special duty pay per month; choice of recruiting assignment location; sea duty credit for many recruiting locations; and meritorious advancement opportunities through E-7.

For more information, please contact your detailer; PERS-4010 at DSN 882-3861/3877/3879 or (901) 874-3861/3877/3879; or the Recruiter Selection Team at DSN 882-9147 or (901) 874-9147.

Story by LT Ingrid Mueller is the public affairs officer, Navy Personnel Command, Millington, Tenn.

## Ricky's Tour

By JO3 Mike C. Jones



mikejones43@hotmail.com



wheel with a new computerized Integrated Bridge System (IBS).

The primary navigational screen is the Electronic Chart and Display Information System (ECDIS). Tied into the ship's Global Positioning System (GPS), it shows an electronic chart, which will scroll with the ship's movement and provide integrated track and speed piloting. New electronic charts can be added by CD-ROM, and the system also allows the ship to automatically follow a programmed course. The system takes currents and drift into account, and continually updates information.

It also shows all contacts, and records all information to allow playback if desired. In the event of a Sailor falling overboard, the system will mark the position electronically, continually update their probable location based on the currents, and automatically start a time-in-water display.

The helmsman now uses an engineering display screen that shows all necessary propulsion information. Like the ECDIS, it is a touch-screen also part of the IBS, system and easy to learn. "Training is easier, getting people qualified is just like that," said Louper, snapping his fingers. One of the reasons is that the ECDIS can run a training program, allowing full bridge training for the entire watch even when the ship is pierside.

The system is so easy to learn that *Truman* has instituted a "Sailor of the Hour" program to give every crewmember an opportunity at the helm, and the right to say they have controlled the largest warship on earth.

*Story by PH1 Jim Hampshire, a photojournalist assigned to All Hands.*

# INNOVATORS:

## USS *Lake Erie* increases QOL and combat readiness

The jury is in, and the new watch standing organization aboard USS *Lake Erie* (CG 70) is a big hit with her crew.

The innovative concept, known as Blue/Gold, was implemented aboard the Pearl Harbor-based cruiser in January by Commanding Officer CAPT Lenny Capello of Manchester, Mass.

The program, which stresses combat readiness while addressing Chief of Naval Operation's Quality-of-Life (QOL) initiatives, was initially conceived and successfully implemented at one of CAPT Capello's previous commands. On *Lake Erie*, the Blue-Gold concept has matured into its current, highly successful form.

The crew is divided into Blue and Gold teams which each work a 12-hour shift. The on-duty team is responsible for carrying out the ship's daily routine — watch standing, preventive maintenance, training, cleaning — while the off-duty team is just that, off. It is their time to do whatever they want.

"While they're off, Sailors get the opportunity to get a lengthy period of rest," said *Lake Erie*'s Chaplain, LT Daniel McKay of Waco, Texas. "They can relax, read, send e-mails, or attend PACE courses. Blue/Gold has reached out and handed responsibility to all members of the team and, in particular, to more junior people."

According to *Lake Erie*'s chief engineer and senior watch officer, LCDR Paul Lyons, the duty team conducts every daily at-sea evolution short of general quarters.

"Beside standing watch during all threat conditions, the duty team does at-sea replenishments, flight operations, sea-and-anchor details, small boat operations and emergency response," Lyons said.

Senior Chief Boatswain's Mate Jerard Kalani of Hilo, Hawaii, the enlisted watchbill coordinator and senior enlisted member of the Blue team, said training every Sailor in multiple jobs was the key to starting the program.

"We made a big push to get sailors qualified," he said. "Both sections are well trained, so now we can do anything, any time of day. Each section is ready for any type of operation."

During its current deployment with USS *Constellation*'s Battle Group to the Arabian Gulf, *Lake Erie* proved the Blue/Gold system works even during sustained high-tempo operations.

One of *Lake Erie*'s primary missions of enforcing United Nations sanctions against Iraq requires around-the-clock operations in a high-threat littoral environment. Blue/Gold has

enhanced the crew's ability to meet that challenge, as evidenced recently by having boarded and diverted four sanction violators in a one-week period.

"The Blue-Gold program is the best concept I've seen in my 12 years in the Navy," said OS2 Richard Williams of Waianae, Hawaii.

Williams works in the Anti-Submarine Surface Tactical Air Control (ASTAC) Center, where he stands duty with two other helicopter air controllers. He said the demands put on the air control module by the Maritime Interception Operations (MIO) conducted by *Lake Erie* in the Arabian Gulf keeps the ASTAC team constantly busy.

"It's especially hectic during the 1 a.m. to 9 a.m. swing shift," he said. "The MIOs are mostly conducted at night, when container and cargo vessels are coming out of Iraq. There's a lot of pressure on us, especially when we have a helicopter escort for our boarding teams."

The choice between a 12 to 14 hour workday and special details, which is the norm for most underway watch organizations, and a 12-hour day with no additional time spent on special details should be clear. It is no wonder the crew is happy.

Hospital Corpsman 2nd Class Jeff Bateman of Boulder, Colo., was a member of *Lake Erie*'s crew during her last deployment. He sees a significant difference in the crew's morale.

"This deployment, people are well rested and ready to go at a moment's notice," Bateman said. "It's amazing the difference this quality of life change has made on the crew's morale."

That high morale has also resulted in some amazing reenlistment statistics aboard *Lake Erie*. Eighty-two percent of second-term and 96 percent of career Sailors have chosen to continue their careers. Twenty-eight Sailors have requested to extend their sea duty tour by one year in *Lake Erie*. Those extensions will keep critical sea duty billets filled and further enhance the team building that also is a core concept of the Blue/Gold watch.

There are many excellent initiatives in the Navy today to improve quality of life. Although the Blue/Gold watch standing organization was implemented primarily to increase combat readiness during sustained operations, talking with *Lake Erie*'s crew shows that combat readiness and QOL can and should be equal shipmates.

*Story by JO1 Scott Sutherland, public affairs officer aboard USS Constellation.*

Share your innovations with the Navy! Call *All Hands* at (202) 433-4171 for more details or E-mail [johnston@medlacen.navy.mil](mailto:johnston@medlacen.navy.mil).



# *My Turn — How the Navy Changed My Life.*

Story by Lieutenant Bryan M. Johnson

I still remember a good friend's concern when I joined the Navy a year out of high school. "Dude, what are you doin'? You could die or sump'n. You're crazy, bro."

I understood his sentiments. The thought of signing up for military service in post-Vietnam America evoked images of dope-smoking teenagers wandering the jungle. The "praise the Lord and pass the ammunition" days of World War II just didn't seem realistic in 1989. I thought of military enlistment as custom-made for boneheads not bright enough to further their education, or talented enough to do anything else.

If that was the case, then I fit the mold at 19. I barely graduated from high school with an abysmal 1.8 GPA; my most formidable accomplishment was holding the senior-year record for skipping classes. After high school, I drove a patio-furniture delivery van. I had quit my other job as a cashier after being accused of fingering money from the register (truthfully, I just couldn't add or subtract). I could usually be found speeding through a retirement community en route to dropping off a chaise lounge, giving old people in golf carts the bird when they yelled at me to slow down. Customer complaints were many, and if it weren't for a lack of available delivery boys, I would have been canned. I was the quintessential Gen-Xer, a prime example of why the world was going to pot.

Faced with a life of delivering windproof side tables, I decided to give the military a shot. When I bid farewell at the patio store and turned in my van keys, the manager laughed. "You'll be back," he said. I walked out thinking he was probably right.

My parents were more relieved than

saddened when I left for boot camp. Mom knew those daily confrontations with Dad would end, and the old man thought a military hitch might straighten me out.

Pops couldn't have been more right. After naval boot camp, I was assigned as a "deck ape" on a destroyer, my days filled with backbreaking hours of sanding and painting in a never-ending battle to preserve the ship's exterior. I learned the value of an honest day's work, but soon began looking for a way out of a dull, weary routine. I found it that first Christmas home, when I spent my stocking money on remedial math and reading texts. I returned to the ship with a backpack full of scholarly spoils, and the tiny bulb over my rack burned every night for almost a year. My hard work paid off when I landed a position standing navigation watch.

As he showed me how to plot our destroyer's course, my new supervisor said something that made a lasting impression. "If you don't do your job right, don't pay attention, people could die." Lives were at stake and someone was trusting me to make good decisions. I was honored. What an odd yet wonderful feeling that was.

More important, a fire had ignited inside me. I now rose to challenges instead of avoiding them, and loved the sense of self-worth I felt at a job well done. I grabbed at every opportunity thrown my way. I won't soon forget the time I maneuvered the ship's wheel on a course through the Panama Canal, or rescued a trapped dolphin in the Persian Gulf.

While life at sea had many invigorating moments, it could also be very lonely. To fill in those empty hours of solitude, crew members talked with one

another, and we often knew everything about the men we lived and labored with. I learned that a person's skin color, or where he came from, wasn't a very good indicator of his character. I also realized that my preconceived notion of a military consisting of losers was completely unfounded. I knew one Sailor, for instance, who could have supported his wife and baby more easily by flipping burgers at McDonald's. He joined the Navy because he cherished his country's freedom and wanted to give his time and energy in return.

Despite a worthwhile four years, I decided not to reenlist and to give college a try. I diligently pursued a B.S. degree, and graduated with honors and hopes of attending medical school.

Yet something was missing. I recalled the pride I had felt in my uniform, a symbol of something greater than myself. I applied to the United States' only military school of medicine and started classes last fall.

Going home these days is a bit like winding back the clock 10 years — old friends look bewildered when I mention that I've rejoined the service. Don't think I'm offended; I belong to an organization that defends the right of Americans to have their own opinions.

Although I've put the past behind me, I often wonder what that manager would say if I dropped by the patio store. But then he'd be right; I would be back — but only to buy a ceramic yard frog.

*Editor's Note: Lieutenant Bryan Johnson is a medical student at Uniformed Services University, Bethesda, Md.*

*Courtesy of Newsweek, Reprinted with permission. This article originally appeared in Newsweek, August 2, 1999.*





Photo by PHAA Saul Ingle



Three times the pain, Three times the gain

**AGONY**

**EXHAUSTION**  
*Dehydration...*



**What it takes to be an**

Above: CTR1 (SW) Matt Sampson blows past the crowd at the Hot Corner on his way to the bike drop point at the Kona Surf Hotel where the 26.2 mile run will begin.





Left: CDR Kevin Wilhelm of California, Md., hurries to put on his riding gear after the 2.4 mile swim. He still has 112 miles of biking and 26.2 miles of running ahead of him before the race is completed.

Far Left: Lori Bowden finished first in the women's category, winning \$35,000.



Story and photos by PH2(AW) Jim Watson

Like every sport, the Ironman Triathlon World Championship in Kona, Hawaii, has its own lingo spoken amongst competitors and spectators alike; slang and jargon like: "Bonking out," "Hitting the wall," "The best meet here" and of course, "Sacrifices made will outweigh the outcome." But what words can truly describe just how challenging the Ironman really is to those who don't compete?



Sure, the Ironman can be labeled demanding, grueling and one of the most difficult feats an athlete could accomplish but that still misses the mark by miles — 140.2 miles to be exact. In fact, if you go the distance as a triathlete, the only people who don't think you are crazy for taking on the triple challenge are the ones who are competing along with you.

More than 1,500 athletes began the infamous race the morning of Oct. 21, 1999, all swimming in a frenzy, pushing the limits of their bodies to finish a 2.4 mile swim. They get kicked and hit by those next to them — so close that they might as well be swimming hand in hand. Swimmers reach out to pull themselves across the bay only to find currents sweeping them to the side or surf slapping them in the face as they gasp for that all important breath of air needed to continue.

After a couple of hours in the water, is it over? Of course not. It doesn't end when they hit the beach. They continue, drenched in a mixture of sweat and salt water from their aquatic endeavor, only to be added to by dust, road film and even more perspiration. Ashore, the scene is akin to that of a D-Day invasion — or a Who concert — as the triathletes land and prepare for the next stage of endurance. They push through the crowds for their bikes, leaving the weak and injured behind. These sleek, wind-slicing machines will carry them 112 agonizing miles across unforgiving pavement, reflecting 100-degree temperatures amid wind gusts that can reach 60 miles-an-hour.

As they feverishly pedal, competitors will spend hours thinking of how they have trained, sacrificed and ultimately suffered for what they are doing. All the while, pain and logic will taunt them.

The last 26.2 miles of the race will be run, jogged and, by some, walked. Many



**Right: With no time to rest, triathletes storm out of the water after the 2.4 mile swim and head toward their bikes to continue the challenging race.**





A frenzy of arms and legs rapidly push their way through the waters of Kailua. The 2.4 mile swim is the beginning of the 140.6 mile Ironman Triathlon.

will toy with the idea of quitting as their steps get heavier and their bodies surpass physical limits. Yet, all their will, all their courage and all their desire prevail in what becomes a test of mental fortitude, knowing they are so close to achieving their goal. The cheers of encouragement for their pending accomplishment can be heard from blocks away as they near the finish line, fueling their desire and giving them that second, third, fourth wind; that extra push to make their dream a reality.

When their feet cross the threshold of the ultimate challenge, euphoria sweeps through their bodies. The goal of finishing the mother of all triathlons has been conquered. The elation comes from total strangers, the hugs and kisses from loved ones. But it's the embrace of volunteers that release emotions pent up since that morning and long anticipated when first inspired to compete.

What they have endured that day is a small price to pay for what they have gained ... they are now IRONMEN and IRONWOMEN.

Since the beginning of the Ironman Triathlon, when U.S. Navy Commander

John Collins dreamed up the idea of an "Ironman (see sidebar Page 21)," the military has had a place in the championship. Of the 27 military members who competed in the 1999 triathlon, seven represented the U.S. Navy, coming from around the globe.

All Hands had a chance to talk to five of the Navy triathletes after the race. Cryptologic Technician (Collection) 1st Class(SW) Matt Sampson of Naval Security Group Activity Kunia, Hawaii, Chief Signalman Chris Arnold of Naval Submarine Training Center Pacific, LCDR Marcus Pritchard of VFA-25, CDR Kevin Wilhelm of Naval Air Systems Command and CDR William Smith of Commander-in-Chief, U.S. Pacific Fleet staff, all finished the grueling competition.

"I could barely swim when I competed in my first half Ironman triathlon in 1996," said Sampson. "Being in the championship is a goal I have had ever since then, and I am here to race."

Sampson, from Moscow, Idaho, was selected to compete in the championship after finishing the New Zealand Ironman, one of the 21 international qualifying triathlons, earlier in 1999.

"Overcoming the swim was the hardest part of getting ready for the Ironman," said Sampson. "It used to really scare me."

Today you would never guess he had



Triathlete CTR1 (SW) Matt Sampson represented the Navy in Ironman New Zealand and in the World Championship Ironman in Kona, Hawaii.





Above: Professional triathlete Lothar Leder of Germany, a contender to win the race, passes through the Hot Corner as he makes his way to the bike drop point at the Kona Surf Hotel where the 26.2 mile run begins.

Right: SMC Christopher Arnold of Miami, Fla., waits in line the day before the race to turn in his bike. The bikes are kept in a section on the pier over night so the competitors can get to them quickly after coming out of the first leg of the race, the 2.4 mile swim.



problems. Sampson, though not the first out of the water, finished well ahead of his projected time, in 1:13:00. From there, Sampson was on the bike where he recalled a crash 30 feet in front of him that left the crypto tech upright but a little shaken. Later as dehydration hit, he found the Lava Field Hills a "killer."

"It takes a big commitment to finish the race," said Sampson. "When I crossed the finish line, I was in a zone. The lights and cheering. ... Man, I was so tired I barely knew who I was, but I knew I completed the race."

Forty-five-year-old Arnold, who won his place in the Ironman through a lottery system, said he never enjoyed a challenge as much as this one.

With a goal of just finishing, Arnold took his time, enjoyed the scenery of the



**“When I crossed the finish line, I was in a zone. The lights and cheering . . . Man, I was so tired I barely knew who I was, but I knew I completed the race.”**



Big Island and found new friends.

“I didn’t want to risk cramping up,” said Arnold. “So after running five of the 26 miles, I found a partner and walked the rest of the race.

“I have never eaten or drank as much as I did in this competition,” said Arnold. “I was in great shape to run the remaining 100 yards of the race to the finish line and enjoy the fact that I had.”

The leader of the pack, Pritchard, who finished with a time of 11:05:15, said, “I could never have done this without the help of my wife.”

His wife, Joann, would get up with him at 3:30 a.m. every day to run six miles. All in all, Pritchard spent an average 20 to 25 hours a week training for the Ironman.

Sacrifice and training seem to go hand in hand with being an Ironman, and Wilhelm is no exception.

“By far the biggest sacrifices I have made to do the Ironman has been my family,” said Wilhelm. “You really have to have good time management.”

Wilhelm, a father of four, somehow finds time to help his children with their homework, spend time with his wife Kim, who is also his coach, and train two to three hours a night – all after putting in a full day on the job.

“My family is very supportive,” said

**Volunteers for the Ironman carry off a triathlete who pushed himself a little too hard to get the finish line.**





Always an integral part of the race, family, friends and spectators cheer on the triathletes, giving them the added rush they need to continue the race that will take everything they have to complete.

Wilhelm. "But what Navy family isn't? Sacrifices are made in whatever you do while you are in the Navy."

Smith, former commanding officer of USS Jefferson City (SSN 759), found being on shore and in the Ironman "a treasure."

"The submarine community as a whole embraces the time they spend ashore and uses it effectively," said Smith. "It takes a certain mental focus being a submariner, a mental focus that has helped me prepare for the Ironman."

The same preparation garnered from life on a boat points toward a principle foundation which is exemplified by this championship and represented by three words that do justly characterize the race. The U.S. Navy teaches this stalwart lingo to Sailors daily — Honor, Courage and Commitment. All the competitors, Navy or not, demonstrated these Core Values to complete the only triathlon tough enough to be called ... the Ironman.

*Watson is a photojournalist assigned to All Hands.*



After using everything he had to get to the finish line, Michal Pilousek drops to his knees thankful that it's all over. He completed the challenge and earned the title "Ironman."



Luc Van Lierde of Belgium shows his excitement as he prepares to cross the finish line to become the last Ironman Champion of the century.



# In the beginning...

Story by J01 Robert Benson



CDR John Collins, one of the Ironman founders, speaks to competitors — Sailors among them — at the world's first Ironman-distance triathlon. "Swim 2.4 miles, bike 112 miles, run 26.2 miles, then brag the rest of your life," he said.



Three decades ago, a group of Sailors stationed in Hawaii created the ***mother*** of all races.

Last October, Kailua-Kona, on the big island of Hawaii, was a zoo. All the hotels were booked, rental cars were non-existent, flights were full and the streets were closed down.

An estimated 50,000 people from around the world made their annual pilgrimage to witness or participate in the biggest triathlon on the planet — the Ironman.

It was a scene that will be permanently etched in onlooker's minds: seeing 1,500 triathletes turn the usually calm Kailua Bay to white water as they started their swim at the beginning of a 140-mile day. Who would have thought that such a colossal event began with just 15 competitors who were "looking for something to do on the weekend!?"

BM2 John Dunbar, Ironman pioneer — that's who.

The retired U.S. Navy SEAL was one of a small group of Sailors who conceived the Ironman back in 1977.

Dunbar was a young Navy Reservist going to school at the University of Hawaii. Earlier in the year he was on active duty with SEAL Team 1 in California. Between classes, Dunbar went running, cycling or swimming.

On weekends, he competed in running races, like the Schofield Running Relay in

mid-1977. After that particular race, he and some other Navy friends got together and discussed racing.

"The Ironman idea generated from the thought of what might be the toughest human physical challenge," recalled Dunbar. "It was a group-thought process, an intermingling of ideas. Most of us talking that day were Navy; some Marines, but mostly Navy people. John Collins was there. So was Ian Emberson, Ralph Yawata, Henry Forrest, Sterling Lewis, Gordon Haller ...

"At the time, there were three long-distance sporting events on Oahu: the Waikiki Roughwater Swim, the Around Oahu Bike Ride and the Honolulu Marathon. We suggested putting the three events together. Someone among us said, 'Whoever does that will surely be an Ironman.'"

Thus began the spark. The group picked a month for the new race: January 1978.

"It was uncharted territory; we wondered if we would survive," recalled Dunbar. "It was a pioneer thing. We didn't know how to approach it. I remember we all went through it with some caution not knowing how the body would handle it. People around us thought we were a little bit crazy, and maybe we were.

"This was the first long triathlon ever

done. There were about 20 people interested, but only 15 participated and 12 finished. It was a little bit challenging dealing with the traffic. We had to follow the rules of the road, and stop for traffic lights and stop signs ... Well, we were supposed to. I had some close encounters."

Dunbar finished second in 12:20.

"Most of us were pretty beat, real fatigued and not thinking about doing another one. It was pretty grueling, but still we felt it was great — we survived!"

On Jan. 14, 1979, 12 of 15 starters again completed the Ironman. San Diego's Tom Warren won in 11:15:56. Sports Illustrated covered the event and called it "lunatic." Dunbar again finished second.

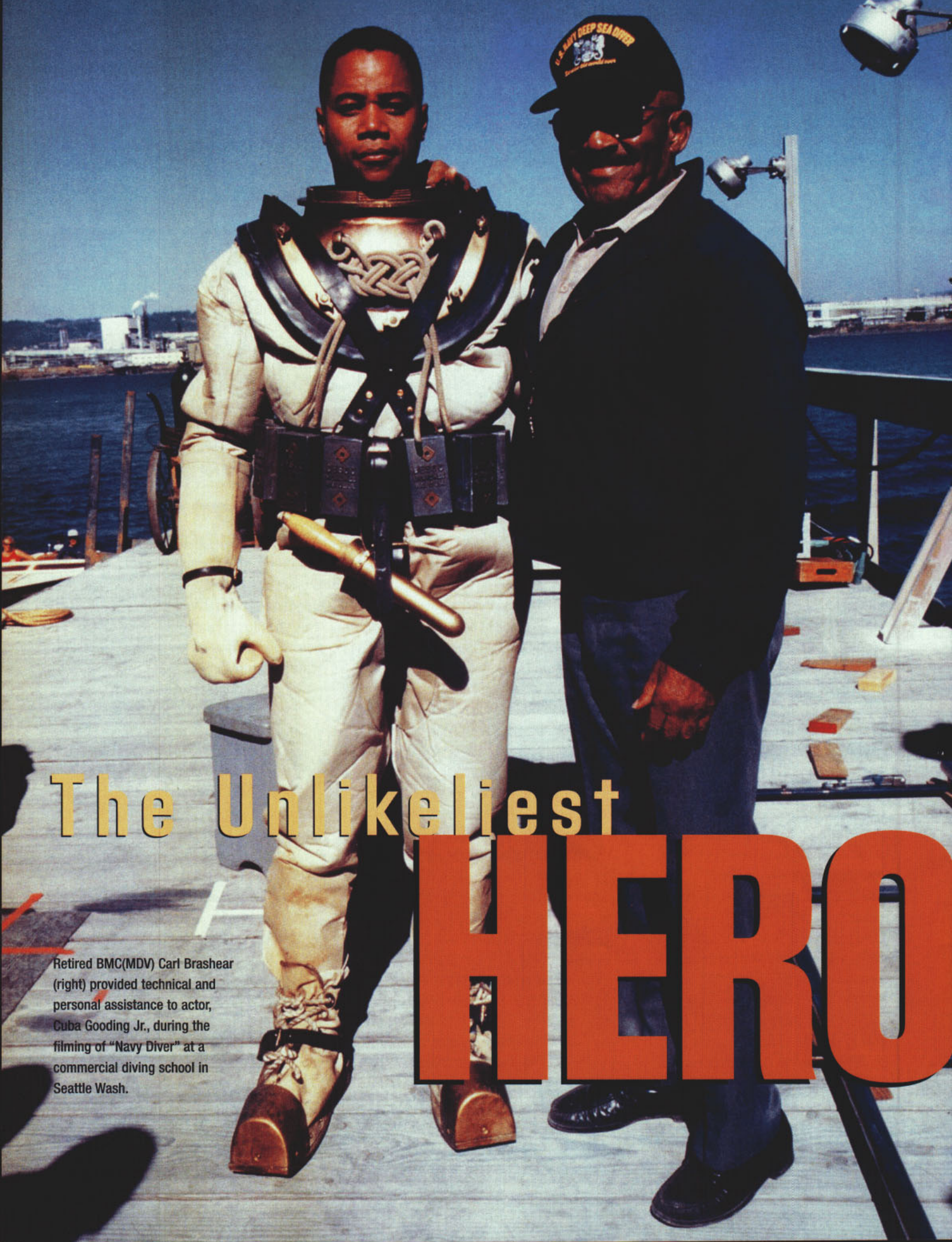
In the third year, ABC's "Wide World of Sports" covered the Ironman, bringing it worldwide notoriety. From there, the sport that Dunbar, Collins and other Sailors created, exploded.

"Back then I had no idea that the Ironman would become so big. I mean, it was just 15 of us having fun. Now the Ironman is world-renowned.

"I'm proud to be one of the originators," Dunbar said.

*Benson is a photojournalist assigned to All Hands*





# The Unlikeliest HERO

Retired BMC(MDV) Carl Brashear (right) provided technical and personal assistance to actor, Cuba Gooding Jr., during the filming of "Navy Diver" at a commercial diving school in Seattle Wash.



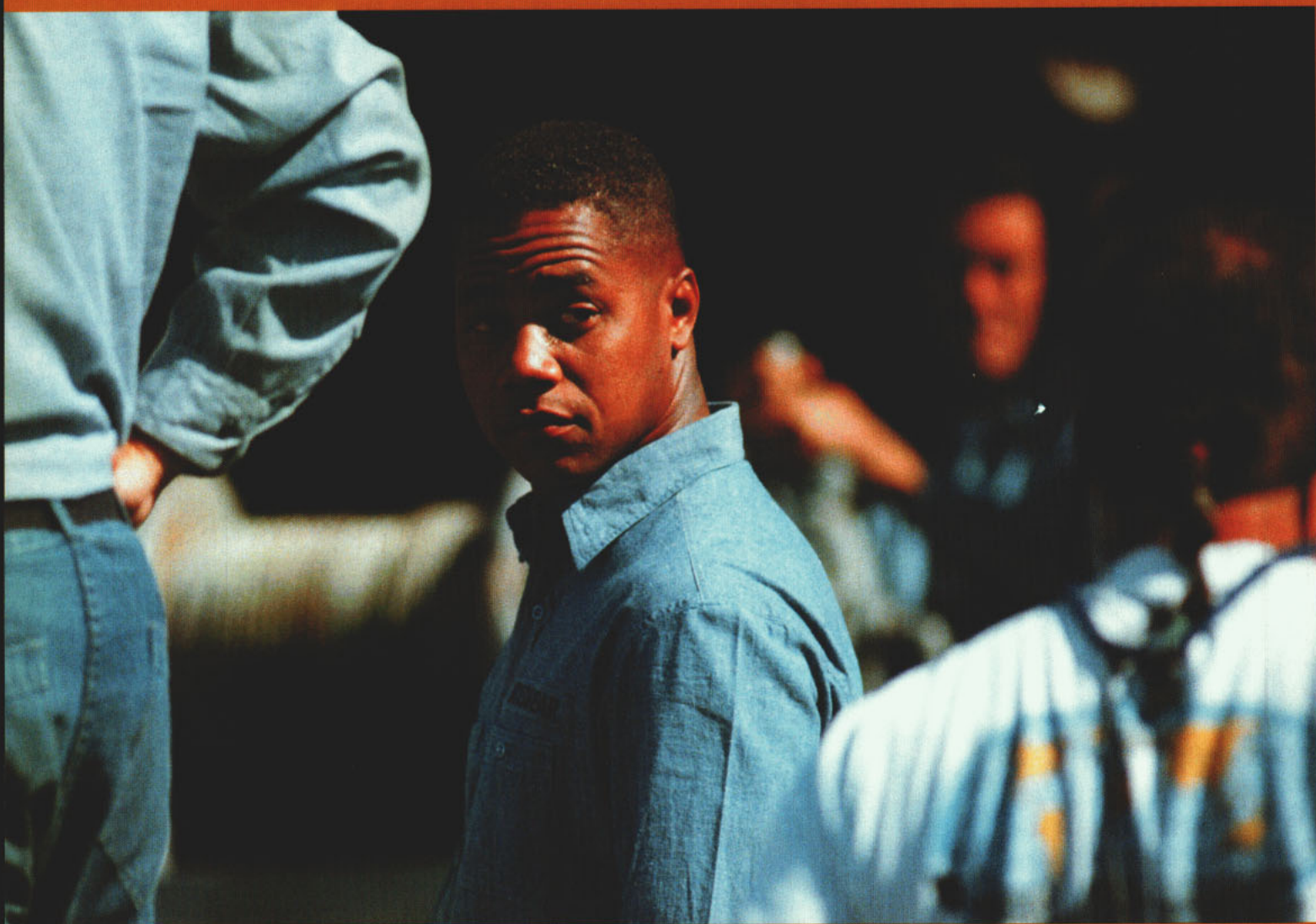
**T**HE NAVY'S RELATIONSHIP WITH HOLLYWOOD GOES BACK A LONG WAY. THROUGH THE YEARS, DOZENS OF FILMS HAVE GLORIFIED THE NAVY AND ITS SAILORS FOR ONE VERY CLEAR REASON: THE SEA SERVICE HAS BEEN A BREEDING GROUND FOR HEROES, AND HOLLYWOOD KNOWS THAT HEROES SELL TICKETS. IT'S NO SURPRISE THAT RETIRED MASTER CHIEF BOATSWAIN'S MATE (DV) CARL BRASHEAR IS THE SUBJECT OF A NEW MOVIE CELEBRATING HIS ACCOMPLISHMENTS. THE CAST AND CREW OF BRASHEAR'S LIFE STORY, "NAVY DIVER," RECENTLY COMPLETED SHOOTING IN LONG BEACH, CALIF.

Story by JO1 Rodney Furry, Photos by PH2 Aaron Ansarov



BMCM(DV) CARL BRASHEAR SHOWED THE NAVY HE  
COULD SUCCEED AGAINST ALL ODDS ...

NOW HOLLYWOOD IS READY  
TO TELL HIS STORY



Cuba Gooding Jr., the actor playing the real life story of Carl Brashear in the  
movie "Navy Diver" surveys an area where a scene is about to be shot.



**F**or most Sailors in the fleet today, the name may not ring a bell, but it wasn't too long ago that Brashear was one of the best-known enlisted

Sailors in the Navy. Before retiring in 1979 after 32 years of service, Brashear had earned his place in history as the first black Navy Diver, and later as the first black Master Diver. While these are notable feats in themselves, it was his other accomplishments that lifted him from historic figure status to that of hero.

His most amazing accomplishment is that he achieved his Master Diver designation four years after losing his leg in an accident aboard USS *Hoist* (ARS 40) in 1966. During a salvage and recovery mission, Brashear's left leg was smashed when a line parted, flinging a pipe across deck and into him. Even at that moment, Brashear's first thought was to save a shipmate, whom he pushed out of the way just before being struck down himself.

Brashear had come a long way to even be aboard *Hoist* that terrible day.

Educated in small, segregated, rural Kentucky schools of the 1940s, Brashear left behind his roots and a future of plowing the soil for a life at sea in 1948. In those days, the military, like society, wasn't exactly rolling out the red carpet for African Americans regardless of their dedication and hard work. In the post-war era, the main job title for black Sailors was still steward. It was a job with little opportunity for heroism to say the least.

"It was hard living for everyone in

those days. The Navy was still segregated, there was no UCMJ. There just weren't a lot of avenues open to us," he said.

Somehow, his easy-going personality thrived in that environment, and just like he knew it would, his positive attitude paid off.

He claimed that there was never any doubt in his mind he would find a good career in the Navy, "I don't know what it was, but doggone it, something just told me that it wasn't going to always be like that. I had a notion it would get better."

And it did get better. With a little help from some leaders who cared more about a man's potential than his skin

color, Brashear got out of the segregated barracks, out of the closed-loop career options and into a job as a boatswain's mate, handling aircraft with a seaplane squadron in Key West, Fla. A few years later, he shocked his leaders by declaring he wanted to be a salvage diver.

By then there seemed to be no stopping the enthusiastic young petty officer. It took six years, and two attempts, before he graduated from second class diving school. Eighteen months later, he graduated from First Class Diver school some 15 years after first joining the Navy.

One year later, he was aboard *Hoist*, participating in a salvage operation



Retired BMCM(MDV) Richard Radecki was chosen to be the technical advisor for Robert DeNiro's role in the movie. He also had the opportunity to make his acting debut in the movie as an old crusty chief.



when ...

After seven operations the doctors were finally forced to amputate Brashear's leg four inches below the knee, but the unkindest cut of all came when he was told he could no longer dive.

After all that he'd accomplished, breaking down racial barriers and establishing himself as an authority in the diving community, it was unthinkable to Brashear that his life would be stolen by



In between scenes, Cuba Gooding takes a break in the shade.

a medical discharge. So he made up his mind to beat the system once more in an effort to keep his job.

He would prove to the Navy he was fit for duty, in a grueling battery of physical

tests witnessed by disbelieving officers from the Bureau of Medicine.

"I had to do things that I had never seen underwater," he once recalled. "After diving in every kind of rig imaginable and after swimming to depths I'd never been at before, I finally convinced them that I was still qualified," he said.

Now-retired CDR Bruce Banks, who owns and runs the Diver's Institute of Technology in Seattle, Wash., and serves as a technical advisor for the film, remembers Brashear from the Navy Dive and Salvage School in the early 1970s. "He and several other chiefs who were there at the time took me under their wing and showed me a lot of tricks of the trade and made a better diver of me" he said, a fitting tribute to a Sailor who is repeatedly described as a mentor, and inspiration to younger Sailors. "I met him about four years after he lost his leg," said Banks. "At that time, he could do more pushups and out-run anybody at the dive school. He even boxed with only one leg!" Banks said.

It was that determination and raw, defiant courage that drew Academy Award-winning actor Cuba Gooding Jr., to play Brashear in the film.

"A lot of what I've experienced with this character is very emotional, and it's been interesting to see him watch me go through the experiences all over again as his character," he said.

The film traces Brashear's life back to his humble childhood. In one scene, Gooding found that having the subject of his character actually on the set provided a unique inspiration to the role.

"In the scene where his father passes away, it got pretty emotional for me," said Gooding. "I think I was more insecure about what he felt about me portraying him as a kid finding out the news than I was about performing the scene."

If there was ever any doubt in Gooding's mind, Carl Brashear was quick to brush it away. "God picked that man to play me," he said. "That's why it took so long to make this movie. God was waiting for Cuba to come around because he is the I-DEAL person for this movie. I really found a brotherly spirit with him, and I felt he had no trouble understanding just who Carl Brashear is."

It seems nothing short of a miracle that the telling of his story ever came to fruition. The project, nearly 20 years in the making, dates back to his first contract for film rights in 1980, a year after his retirement. But with renewed interest and the addition of Gooding to the project, the story was reborn and promises to tell a remarkable tale while remaining true to Brashear's life.

"They really didn't put a lot of that Hollywood spin on it. True, they have to dramatize some of it, but it looks like it's very, very close to my life," he said.

In another scene that goes back to his childhood, Brashear was shocked with a trip back in time during a visit to the set where the crew recreated his old home on the farm.

"They built this old house from pictures I sent them of the old farm house down in Kentucky," he said. "Right down to the newspaper we used for wallpaper. It certainly took me back," he said.



In this scene, a doctor unsuccessfully attempts to revive a pilot after a crash.



"It's funny reliving these experiences with him," said Gooding, "because this really is his life. It's what he experienced through most of his life, and it shows what a remarkable person he really is."

He added that somehow, doing the film has helped him understand what makes Sailors different.

"Growing up, I saw the military as a secondary, or alternative career path," Gooding said. "But the more I learn about the Navy and people like Carl, the more I see the real honor in it and what a truly noble profession it really is." Actor Powers Boothe, who plays CDR Pullman, one of the leaders who saw the value in Brashear's potential early in his career, embraced what he feels is an important message the film sends to

Americans who often "forget what people like Brashear sacrifice to make this country what it is." He added, "I've traveled all over the world, and every time I come home I realize this is the best ticket around."

According to Brashear, he was doing what he always wanted to do, and it just worked out the way it did. "It takes some adjustment getting used to the attention," he said laughing. "I'm just a down to earth guy."

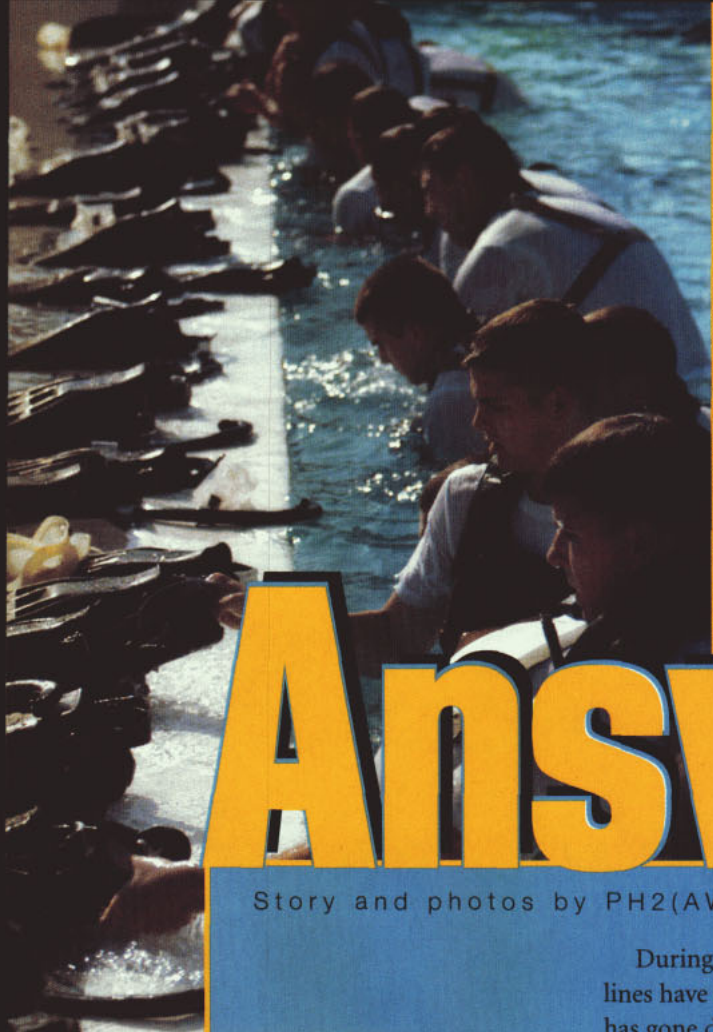
Maybe Carl Brashear is right. Maybe he's not a hero. Maybe he was just doing his job. But even if at the very least, he was just doing his job the best way he



There were many perils in the Carl Brashear story, many of which were portrayed in the movie. During the filming of this scene, a cable snaps, dropping a diver and his cage into the water.

knew how, that's as much as any Sailor can ask of themselves. It may be that by allowing Hollywood to put his life on the silver screen, he brings more than just glory to his achievements, but rather offers a kind of 'everyman' tribute to the accomplishments of his shipmates - past, present and future.





# Answering

Story and photos by PH2(AW) Jim Watson

On the first day of class, new students are introduced to snorkel and fins and put through various exercises to familiarize themselves with the equipment they will be using while at Dive School.

During the past few years, the headlines have come all too often — a plane has gone down with great loss of life and the world demands answers. Helping bring those answers to light quickly, safely and professionally has almost routinely fallen on the shoulders of the best in the world — U.S. Navy divers.

Dive missions following the crashes of TWA Flight 800, SwissAir Flight 111, John F. Kennedy Jr.'s plane and EgyptAir's Flight 990 have each given mainstream news media ample reason to highlight the professionalism of Navy divers who aid in recovery operations. Yet, what Americans and even many of our own shipmates may not realize is that while those jobs get a lot of attention, "they're only a small portion of the duties divers provide to the Navy and

the country," according to LCDR David Randall, executive officer of NDSTC.

Divers primarily provide underwater ship's husbandry, including construction and inspections, recovery and salvage and ship repairs. The skills are all learned at the Naval Dive and Salvage Training Center (NDSTC), Panama City, Fla.

"U.S. Navy divers perform their combat mission everyday," said CDR M.T. Helmkamp, commanding officer, NDSTC. "That's the mission we teach here - underwater ship's husbandry."

Dive school is a dream for some and a nightmare for others. Everyone — seaman, petty officer and officer — is treated as if they just walked into boot camp all over again. Dive school

BM1(SW/DV) Rhodie Rotan's shadow stretches across the deck of the pool while his first day students at Naval Dive and Salvage Training Center, Panama City, Fla., await his instructions.





The Mark V Deep Sea Diving helmet used by the Navy until 1984 now sits on the quarterdeck of the NDSTC as a symbol of pride.

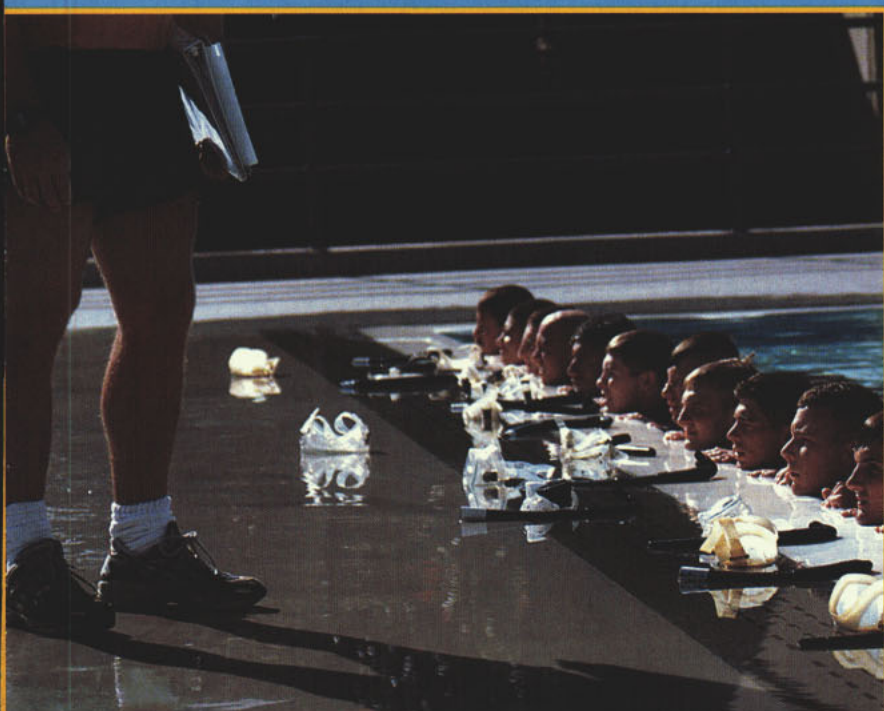
# the Call

students experience tough physical training every morning; their instructors hunched over their backs just waiting for them to make a mistake. New information is pumped into their skulls so fast they feel as if they might explode.

"The first few days everyone is nervous," said BM1(SW/DV) Rhodie Rotan, a 2nd class dive school instructor.



EN1(SW/DV) Felix McCullough, an instructor at NDSTC, ensures all his students are safe and ready to proceed before allowing them in the water.





Members of all branches of service, attend the Naval Dive and Salvage Training Center. Here, Marine Corps Sgts. Pipes and Lambert grasp for their regulators after being stripped of them during confidence training. The training ensures the students feel comfortable in the water and can respond to any sudden problem and recover from it safely.



"We give them a lot of information, and it must be absorbed quickly to continue on."

And don't forget that little voice in the back of their minds, constantly reminding them that less than 50 percent of their class will make it through. It's not that NDSTC doesn't want them – it's because only the toughest can endure the physical and educational rigors to pass the Navy diver tests.

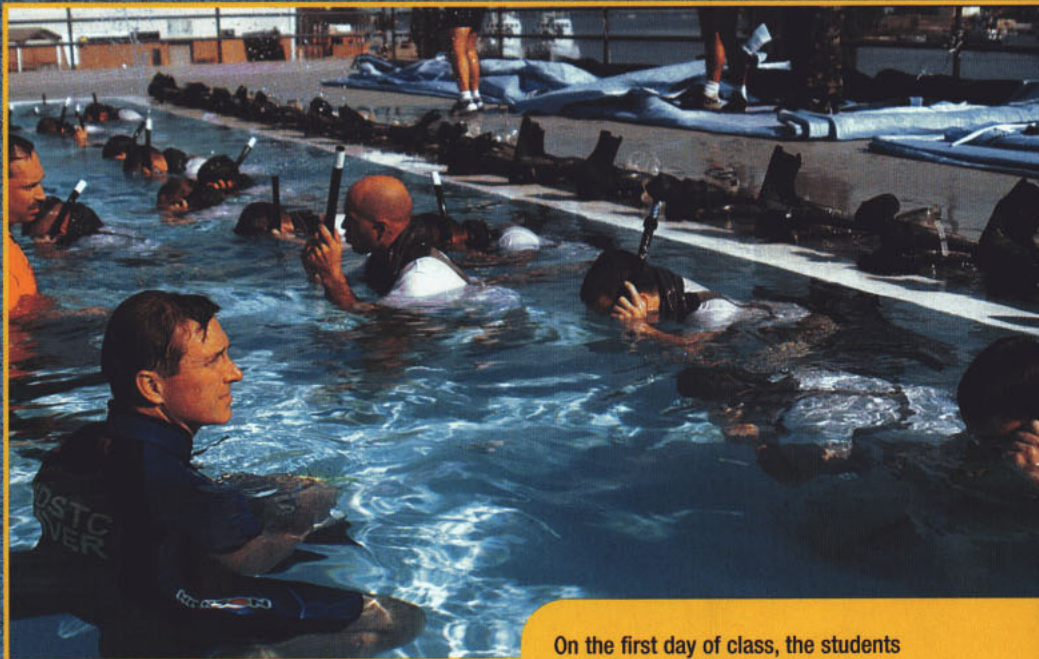
Every aspect of diving is taught at NDSTC, from deep-sea salvage to routine hull maintenance and life



ISSN Greg Sutherland of Mill Valley, Calif., waits for orders from his instructor, which are passed on by his classmate at a communication station. Sutherland's class is repairing a pipe fitting as part of their dive training for the 99-80-2C class at the Naval Dive and Salvage Training Center, Panama City, Fla.



As part of their indoctrination into the dive community, students at the Naval Dive and Salvage Training Center, Panama City, Fla., learn how to clear their snorkels.



On the first day of class, the students familiarize themselves with the tools of their new trade.

support. There are many other knowledge requirements, including carbon dioxide absorption, decompression techniques, dive medicine, dive navigation and tracking and hyperbaric systems.

More than 15 courses are offered at the school. Diver Second Class is the initial training enlisted service members receive to earn their dive qualification. They'll return for First Class Diver training, once they have risen to a supervisory level.

"Those who make it through the primary Diver Second Class training are usually back within the year for Diver First Class qualifications," said Diver First Class Instructor BM1(SW/DV) Raymond Baker. "There they learn to be supervisors for diver operations."

A First Class Diver on an operation

is said to have "the side" (or is in charge). At that level, a diver must know every aspect of diving and their team must have the utmost trust in their abilities.

"You no longer fix the problem," said Baker. "You provide the solution to the problem and ensure your team completes it effectively and safely."

After a diver has performed this duty well and has been promoted to chief petty officer, he or she has the option of becoming a Master Diver, a title given



After morning physical training, the entire Basic Dive Officer class groups together for a motivational cheer. The training is team-oriented which keeps morale high.



Immersed (literally) in their new trade, these students inspect their gear prior to a full day of rigorous training.



First day dive school student, PHAN Teresa Poldrugo, has trouble completing the initial exercises with snorkel and fins.

only to the best of the best.

"It's a rough 10 days," said Master Diver BMC(SW/DV) Pascal Balesi. "I lost 12 pounds in two weeks just from stress.

"I just didn't think I was going to make it," he continued. "Everything I did and said was being written down, people watching me like a hawk, deducting points here and there. There were three or four classes before mine where no one made it through, so I can honestly say it was the greatest moment in my career when I was told I had passed."

The Master Diver is the most qualified member of a dive team and is able to supervise air and mixed-gas dives; train and requalify those under their command; and teach safety procedures. They also manage preventive and corrective maintenance on diving equipment, support systems, salvage



New students are put through various exercises at Dive School.





Two students from NDSTC begin to search for salvage material the school has placed in the bay for training purposes.

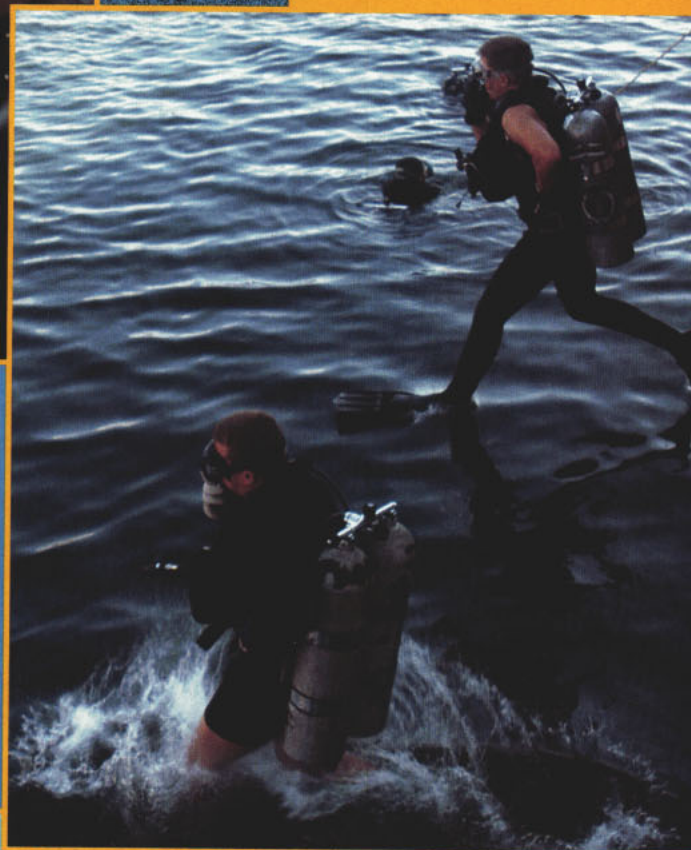
machinery, handling systems and submarine rescue equipment.

Whether you are the Master Diver, the Dive Supervisor or the diver changing the screws on the ship, you are always working as a team.

"Teamwork, trust and respect for each other is what makes the dive operation safe and productive," said Master Diver MMCM(SW/DV) John Schnoering, NDSTC Command Master Chief. "Like any community in the Navy, the dive team is like a family, and you always want your family to be safe, educated and the best it can be."

When divers leave NDSTC, they are the best in the world – whether working under the glare of the international news media or welding a scupper in Norfolk.

*Watson is a photojournalist assigned to All Hands.*



Marine Corps Staff Sgt. Bailey, a safety diver for the confidence training class, watches Marine Corps Sgts. Pipes and Lambert, as they reassemble their scuba gear during the final stages of their confidence training.



# Serving Those W

## The Armed Services YMCA is still a home away from home for many Sailors and their families

Story and photos by J01 Rodney J. Furry

**T**hough it's been more than 50 years, Bill Carter still beams with pride when he recalls the time he and a few of his buddies set out for a night of liberty in San Diego and ended up making a date with a movie star. It started out like an average evening for a couple of Marine Corps privates still in their teens. But when June Allyson, one of the prettiest stars in Hollywood, walked through the doors of the Armed Services YMCA (ASYMCA) and offered to take the guys out for a night on the town, they knew they'd come to the right place.

Like most young servicemen of the day, he was drawn to the bright lights and "sea of white hats" that lined the streets of downtown San Diego during World War II. Lower Broadway offered the seedier side of a Sailor's life. As a young private, fresh out of boot camp, Carter spent many nights on shore patrol with Navy chiefs, keeping the overcrowded streets from becoming a drunken riot.

Though it wasn't always a respectable scene, he got to know the area pretty well. But what he remembers just as much was a place a few blocks west, towering seven stories above Upper Broadway. Here, the ASYMCA provided an oasis that sat like a temple of repose just a few blocks from revelry of the Gaslamp District.

A lot of the nostalgia, and the crowds of servicemen who called the "Y" their

home away from home are gone now, but the building still stands in tribute to grander times with its arched stucco hallways and ornately tiled walls. Tucked away in what used to be a comfortable, fire-lit library, Sue Carter runs a group of programs that contrast those of the 1940s.

And while programs change, the spirit of the ASYMCA remains. Carter, whose husband is a petty officer serving with Special Boat Unit 12, typifies the many family members the ASYMCA has come to represent as times have changed.

"In essence, the military's changed," she said. "What we're trying to do now with our programs is go out to the military members and their families."

As always, quality of life has remained the sole mission of the ASYMCA.

Retired RADM Frank Gallo, National Executive Director for ASYMCA, recently commented during a visit to ASYMCA facilities in Hawaii that the organization is dedicated to helping service members who need it the most.

"We deal in the quality of life of the junior enlisted personnel on base," he said. "No one does more for the E-5 and below service member than us," he said.

With almost 30 programs in the San Diego area and at 20 branches nationwide, the ASYMCA serves a great variety of the service members' needs. The majority of the programs are focused on

helping families, like the Crisis Counseling program that provides immediate professional counseling in emergency situations. While there are a variety of both military and civilian organizations that provide similar services to families in need, Carter stressed that any redundancy they experience tends to be an asset instead of a drawback.

"One of the big benefits of our family outreach programs is that we do home visits," she said. "The Family Service Center, for example, is a drop-in center where you have to keep an appointment. In cases where a family member doesn't have transportation or child care, we'll go out to them. In that sense, we're complementing each other's services," she said.

"We don't turn anyone away," Gallo said. "We do this on a small budget line, but whenever someone shows up needing something, we help them get it," he said.

Some of the more popular programs run by the organization are the support groups like You Are Not Alone (Y.A.N.A.) that are run out of the Naval Hospitals. Y.A.N.A. facilitates a support group for children with cancer and their families.

One of the programs at Naval Hospital San Diego that seems to brighten the spirits of the staff as much as the patients is the Therapy Dog Program. Pat Poulin and Cathy Modica are ASYMCA volunteers who spend every Tuesday morning making rounds through the hospital's



# Who Serve

wards with their gentle dogs who bring smiles to the many patients there.

"They just seem to brighten up when the dogs come into the room," says Poulin, whose 7-year-old Rottweiler, Barbarella, has practically become a staff member herself.

In the spirit of the organization's evolving role in military family life, the ASYMCA continues to look for ways to expand its services. During a recent tour of facilities at the dispensary on the former NAS Barbers Point in Hawaii, Gallo pointed out what was once a meeting room that was transformed into a drop-in care unit.

"Without any complaint it was transformed into a useful center to care for well children while the mom or dad takes the sick child to be seen," he said.

Though the focus has changed to provide greater services to the military family, the ASYMCA hasn't forgotten about the single sailor.

"In the case of MWR related activities, we do a lot of programs on the base," Carter said. "We do 'Out & About Tours' for free that get young Sailors out into the community and familiarizes them with their new surroundings. We show them that there are a lot of options so that when they adventure out into the new city, which is likely bigger than where they're coming from, they'll have an idea where they fit into the big picture," she said.

A favorite around the holidays is a

Below: From 1920 to 1924, the Army & Navy YMCA was located at the San Remo Hotel at State and E Streets where many Sailors embarked upon outings sponsored by the organization.



Photo courtesy of ASYMCA



Towering seven stories above Upper Broadway, the ASYMCA San Diego provides an oasis for all servicemen and women.



program called Thanksgiving Home Hospitality, which helps single Sailors that can't make it home. Jerry and Mildred Parker have been hosting service members during the holidays for 25 years. Jerry, a retired Marine, knows what it's like to be away from home for Thanksgiving, so he makes sure their table always has a few open seats among his own large family for young service members when they serve the feast.

"I don't know what I'd have done this year," said STGSA Julie Ey, a student at the Fleet Anti-Submarine Warfare School who shared in the family's celebration. "It's made it so much better to be here instead of sitting in the barracks," she said.

It's a sentiment that seems to echo back through the 80 years the ASYMCA has been in business. Though many of the organization's programs take place in hospitals and on bases, the old building that sits on Broadway in San Diego looks much like it did 50 years ago in its hey-day and still resonates with the voices of service members and movie stars of the past.

Today a private company runs the hotel, and the community YMCA has taken over many of the other facilities like the gym and swimming pool. Still, the building continues to serve the organization as a revenue builder for the new structure of outreach programs, and true to its origins, the ASYMCA continues in its pledge to make the service member's life away from home more bearable.

*Furry is a San Diego based journalist for All Hands and Watson is assigned to All Hands.*

Above: Good things die hard. Though it's now run by a private owner, the ASYMCA building's lunch counter (shown here during World War II) stands in the same place and still serves basic American favorites.



Photo courtesy of ASYMCA



Left: At the opening of the San Diego ASYMCA, Nov. 7, 1924, M. G. Aubrey Davidson, president of the San Diego YMCA presented a key to the building to representatives of each of the military services.



Photo courtesy of ASYMCA

Left: Children crowd around one of the volunteers at the Armed Services YMCA NAS Barbers Point Branch for "play morning," a nationally recognized mobile outdoor play program that provides child development activities.



Photo courtesy of ASYMCA

Right: Shipmates share a Christmas meal at the ASYMCA in 1939. Always a home away from home, many Sailors who have spent Christmas away from home have found a warm hearth and a hot meal at the San Diego ASYMCA.

## ASYMCA OUTREACH PROGRAMS

The Armed Services YMCA was created following World War I through a surplus of canteen funds provided to improve morale in American troops. More than 80 years later, the organization has seen an evolution from a home away from home providing recreation, comfort and hospitality to a widespread support network to the military family providing outreach services as well as traditional recreation programs. Listed below are many of the services provided by the San Diego branch. For information on branches and programs in your area, contact the ASYMCA national offices at 1-800-597-1260 or log onto [www.armedservicesymca.org.org/home.html](http://www.armedservicesymca.org.org/home.html).

### ACTIVE-DUTY PROGRAMS

**Out & About Tours** - Introduces military members and their families to San Diego's attractions and points of interest.

**Military Volunteer Program** - Provides easily accessible volunteer opportunities for military personnel.

**Thanksgiving Home Hospitality** - Program that joins caring San Diego families with military personnel for Thanksgiving.

### FAMILY OUTREACH

**Home Visit Counseling** - Addresses ongoing concerns of military life. The service is free and confidential.

**Crisis Counseling** - Provides immediate professional counseling in emergency situations.

**In-Home Parenting Education** - In-depth, one-on-one parenting skill education.

**Respite Care** - Provides temporary relief to parents when the stress level of medical or emotional emergencies becomes unbearable. The program offers funding for short-term childcare.

**Holiday Food & Toy Program** - Food and gift baskets for low-income military families.

**Emergency Food Supplies** - Emergency supplies to families in dire need.

### YOUTH AND COMMUNITY OUTREACH

**After-School Recreation Activities** - After School Fun-Mobile program for children ages 5-12.

**Moms & Tots Program** - Highlights interactive crafts, music, games and learning skills to be shared by mothers and their toddlers.

**Women's Craft & Support Group** - Allows women of military spouses to share concerns and resources while working on craft projects.

**Drug & Gang Diversion Education** - Diversion components built into after-school recreation activities.

**Welcome Home Events for Naval Ships & Squadrons** - Crafts and activities for children while they wait for deployed units to arrive.

**Annual Ombudsmen Recognition Luncheon** - Recognizes outstanding Ombudsmen for their work as liaisons between families and commands.

### NAVAL MEDICAL CENTER PROGRAMS

**Healing Hearts** - Support program for families who have experienced a miscarriage, stillbirth or neonatal death.

**Birth and Beyond Years (B.A.B.Y.)** - A parent-to-parent support program for families who have children with special needs.

**You are Not Alone (Y.A.N.A.)** - Support program for children with cancer, survivors of childhood cancer, and their families.

**Understanding Autism Together** - Support program for parents who have children with Autism or Pervasive Development Disorder (PDD)

**Therapy Dog Program** - Weekly visits to hospital patients by a trained dog and volunteer.

**Infant Car Seat Loan Program** - Free car seats loaned to military families.

**Volunteers in Pediatrics** - Volunteers offer support to hospitalized children.

**Infant Immunization Follow-Up** - Phone calls provided to new parents to remind them of immunization schedules.

**Neonatal Intensive Care Reunion** - Annual event for staff and graduates of the neonatal intensive care unit.

**Breast Cancer Survivors Day** - Annual event for survivors of breast cancer featuring workshops, a fashion show and luncheon.

### RECREATIONAL ACTIVITIES LOCATED AT ON-BASE CENTERS

**Enlisted Dinner Dance** - Annual event recognizes enlisted members for their national service.

**Skiing, Hiking and Seasonal Outings**



# TEAM FOR HUMANITY

# Navy EOD Live



Left: GM2(EOD) David A. Dimier, of Charlotte, N.C., cuts a strip of Flex-X plastic explosive.

Right: BMC(EOD) Steve Cassell, of Waipahu, Hawaii, places hand grenades between two rows of plastic anti-personnel mines before destroying them in a quarry near Camp Montith, Kosovo. Cassell is assigned to EOD Mobile Unit 8, which deployed from Sigonella, Italy in support of Operation *Joint Guardian*/Task Force *Falcon*.





# es Up to its Name

Story and photos by  
PH1 Jim Hampshire

It's a crisp fall Sunday outside Camp Monteith in the war-torn province of Kosovo. A light breeze blows and the birds cry noisily as they fly south for the winter. Then, like a bolt of lightning, there's a flash quickly followed by the thunder of high explosives. Unlike the smaller explosions still heard at night in the nearby city of Gnjilane, this one takes place in broad daylight, and is powerful enough to suck the air from your lungs while shaking the ground hundreds of meters in all directions. More explosions come quickly — half a dozen in as many minutes. But there are no screams, no sirens and no alerts. These are the sounds of Kosovo becoming just a little bit safer.

Members of the Navy's Explosive Ordnance Disposal Mobile Unit 8 wait the prescribed safety time, then head down into the quarry to check the effect of blasts. They have destroyed a wide range of items discovered or seized in the previous weeks, including piles of anti-personnel mines, CS and fragmentation grenades, ammo, magazines and dummies. Also destroyed were half a dozen cannon balls from a war long past. "We're finding a lot of these in schools" said Chief Boatswain's Mate

(EOD) Steve Cassell, of Waipahu, Hawaii, as he lines up training grenades and plaster copies of anti-tank mines for disposal. Though such fakes are inert, they are frequently planted to scare or threaten, shutting down a facility until it can be cleared by EOD. "We are blowing them up as well, just to keep them from showing up again."

Lining up rows of green plastic anti-personnel mines in a different pit, Cassell said, "These are real. They are all plastic, and even the triggers are mostly plastic. Metal detectors wouldn't help."

Not all ordnance is collected by KFOR. Sometimes local nationals come across items and contact the camp. Other items, such as the canon balls, are uncovered during construction projects.

The Army's First Infantry Division also seizes ordnance as it patrols the sector. "A guy was threatening another with a live grenade," said Cassell. "When they (1st Division) went to his house, they found he had buried individually wrapped grenades in his yard. They were planted in between the rows of vegetables in his garden."

Making the gardens, fields, schools



Contraband ordnance and weapons go up in a fireball in a quarry near Camp Monteith. Crates of explosives are destroyed several times a week.

and roads of Kosovo safer has turned out to be a first-rate learning experience for the members of Mobile Unit 8. "We get to do a lot of real-world stuff," said Gunner's Mate 2nd Class (EOD) David A. Dimier, of Charlotte, N.C., "Being in-country and disposing of live ordnance on a daily basis is great."

*Hampshire is a photojournalist assigned to All Hands.*



# TEAM FOR HUMANITY

Opposite page: CE3 Samir Zuhric, of Banja Luka, Bosnia, checks the status of one of the two generators that provide power for Camp Montieth, in the Kosovo province.

## A Seabee Returns to the Balkans

Story and photos by  
PH1 Jim Hampshire



CE3 Samir Zuhric is congratulated by a translator on his accelerated promotion in Camp Montieth, Kosovo.



CE3 Samir Zuhric speaks with a local national worker in Camp Montieth, Kosovo. Zuhric is currently assigned to NMCB 3, which recently deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian*/Task Force *Falcon*.



The streets of Gnjilane are alive again. People are returning to the city, and its stores and markets are opening. Most of the burned-out vehicles have been towed away, and only the scars of bombed-out buildings remind visitors of the war that raged in Kosovo months earlier — at least during the day. At night, the sounds of gunfire and grenades occasionally can be heard by the Seabees at nearby Camp Monteith, where NMCB-3 is finishing projects for the U.S. Army's "Big Red 1."

To most of the Seabees, this first-hand look at war in the Balkans has been a

the guys on it didn't want to be there, but I liked being in the fleet."

As his tour drew to an end, he began looking for an engineering rate. "I wanted to become an electrician, but couldn't become an ET because I was a foreign national. Then I found out about Construction Electrician, and I jumped at the chance. The idea of running power lines and wiring buildings sounded great."

After finishing school as the honor graduate of his class, Zuhric was assigned to NMCB-3, based at Port Hueneme, Calif. "I am very proud to serve with NMCB-3, the

them out by giving them some advice.

"They are always asking about us, and always wanting to know how long we will stay. I try to reassure them."

Zuhric's ability with the language has turned out to be a big benefit to the Seabees, since very few people in Kosovo understand English. "When talking with the local nationals," said Delta Company Commander LT



**"I never thought I would have the opportunity to come back here," said Construction Electrician 3rd Class Samir Zuhric, of Banja Luka, Bosnia. "I am glad I am here, I wouldn't change anything in my past."**

new, often shocking experience. But, to one Sailor, it is intimately familiar.

"I never thought I would have the opportunity to come back here," said Construction Electrician 3rd Class Samir Zuhric, of Banja Luka, Bosnia. "I am glad I am here, I wouldn't change anything in my past."

This Seabee's soft-spoken comment belies a past most people would be happy to change. Born in Yugoslavia before the fall of the Soviet Union, he grew up as his country fragmented around him. At the age of 16, he was finally forced to flee to the United States as a refugee from the war in Bosnia.

He joined the U.S. Navy on Christmas Day 1996. "I had worked at many jobs, but I wanted to do something different," Zuhric said. "When I enlisted in the Navy, I joined as an undesignated fireman. The recruiter tried to get me to accept an "A" school, but I really didn't understand what he meant, so I turned it down."

His first tour of duty was aboard USS *Barry* (DDG 52), "The best ship in the Navy," Zuhric says with pride. "Some of

best battalion in the Seabee community," said Zuhric. "And with all of the electricians in NMCB-3, the best team in the Navy."

When word came down that NMCB-3 was deploying to Kosovo in support of Operation *Joint Guardian*, Zuhric was eager to go. "I wanted to come here. When I found out we were coming, I asked for permission all the way up the chain of command to be here."

Though excited when his request was approved, his mother, father and sister - living in Salt Lake City, Utah - were less pleased with the idea. "When they found out I was coming here they were not happy. They were scared at first, but I reassured them that I would be safe."

Serving in Camp Monteith near Gnjilane, Kosovo, Zuhric became popular with the local nationals who work on the construction of the camp's SEAhuts (South East Asia huts). "They were surprised I could speak the language, and were very surprised to find out I am from Bosnia, and many of them are surprised that I am here with the Americans. They think what I did is great. A lot of them want to do the same thing, and I try to help

Christopher Hodrick, of Shamokin, Pa., "he can often explain things better than a translator because he understands construction."

"They speak mostly Albanian around here," Zuhric says "and my language was Serbo-Croatian. I was surprised that they didn't like it at first when I spoke it, but I knew some Albanian and have learned more since I've been here. In Bosnia we did not have as big of a separation between religions as there is in Kosovo. When the Serbs invaded, we all came together to fight them. We used a term — *Bosnjak* — for ourselves that just meant Bosnian, any religion."

Though Gnjilane is about 250 miles away from his hometown of Banja Luka, it still brings good memories back to Zuhric. "They have the same customs and traditions as where I came from. It is almost like being home."

Though he will not be going home on this trip, he does hold hope for the future. "I'd like to go back to Bosnia. I think I could make a difference."



# CyberSailor

## Promises Promises:

### LIFELines RISES ABOVE THE CROWD

The promise of the Internet is similar to the promise of television – an incredibly powerful tool for education and information, available to more and more people who might never have had access to that level of knowledge in the past.

But like television, the promise remains buried under layers of ads, bogus information and sites that appeal to the lowest common denominator. To paraphrase Bruce Springsteen, the net sometimes seems like it has 57-million channels, but nothing's on.

Still, TV and the net host some real gems once you get past the junk. For Sailors and their families, there's no better example on the World Wide Web than the LIFELines "Quality of Life Mall" ([www.lifelines4qol.org](http://www.lifelines4qol.org)). Put simply, it's a site that is

fulfilling the promise.

LIFELines has stolen a page from retail sites' how-to book, and in many cases, outdone them at it. Set up as a "virtual mall," it offers a different kind of shopping experience. Here you shop for information, and like the best retail stores, everything is clearly marked and easy to find. There's even a "you are here"-style graphic listing "wings" of the mall and

what each offers.

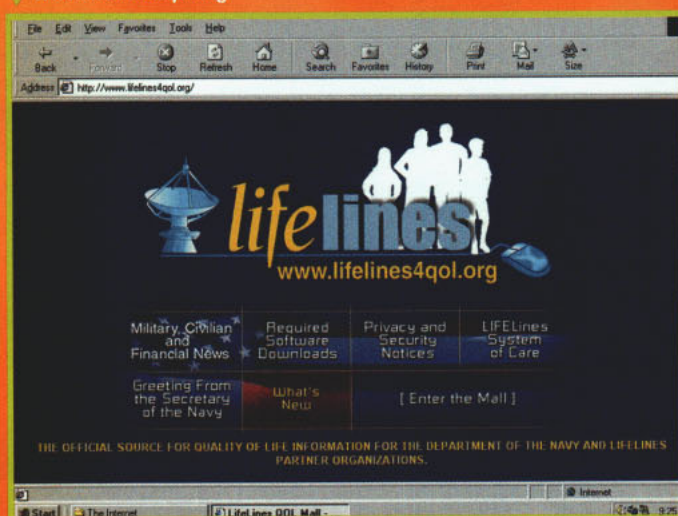
And this place offers a lot.

There's a wing titled "Community and Family Support," ([www.lifelines4qol.org/WING\\_1/mall\\_1/stores1.htm](http://www.lifelines4qol.org/WING_1/mall_1/stores1.htm)), which includes links to a Spouse Resource Center, a Relocation Information Station and a Health, Wellness and Physical Readiness storefront among others. That idea is repeated in each of the

mall's wings, which also include "Leisure Pursuits," "Food, Shelter and Jobs" and "Special Support for Special People."

Within these areas, you'll find links or dedicated pages to everything from college scholarship information ([www.lifelines4qol.org/WING\\_4/store\\_W/w\\_store.htm](http://www.lifelines4qol.org/WING_4/store_W/w_store.htm)) to smoking cessation. There's a section which links to TRICARE's website, where you can learn more about the military's HMO and what your options are, before browsing a list of health providers in your area. Under the "Electronic Transactions" section, you can order prescription medicine online for delivery to your door, or shop the Navy Exchange catalog for a new VCR using your NEXCard. There are sections for kids, pets, and pay. Visit the "virtual library"

▼ [www.lifelines4qol.org](http://www.lifelines4qol.org)



▼ [www.lifelines4qol.org/WING\\_1/Store\\_A/health.htm](http://www.lifelines4qol.org/WING_1/Store_A/health.htm)



▼ [www.lifelines4qol.org/table/welc\\_1.htm](http://www.lifelines4qol.org/table/welc_1.htm)



▲ [www.lifelines4qol.org/WING\\_1/mall\\_1/stores1.htm](http://www.lifelines4qol.org/WING_1/mall_1/stores1.htm)

▲ [www.lifelines4qol.org/WING\\_4/store\\_W/w\\_store.htm](http://www.lifelines4qol.org/WING_4/store_W/w_store.htm)



and download the Exceptional Family Member instruction, or the Navy policy on marriage to foreign nationals. At the "On Call Assistance" page ([www.lifelines4qol.org/asistsnc/assist1.htm](http://www.lifelines4qol.org/asistsnc/assist1.htm)) you'll find dozens of phone numbers for national hotlines including the Navy's Fraud Waste and Abuse center, and the National Center for Missing and Exploited Children.

If you are getting ready to leave the service, or your significant other is looking for a job the Career Employment and Assistance Center ([www.lifelines4qol.org/WING\\_3/store\\_Q/q\\_store.htm](http://www.lifelines4qol.org/WING_3/store_Q/q_store.htm)) is a great place to learn how to assess your strengths and weaknesses, how to build a resume and how to market yourself. Then, when you're ready, click on one of the links that take you to thousands of jobs being offered online.

Overall, the site is pretty well laid out, with most information just about where you'd expect to find it. The theme of being in a shopping mall is very well executed, and more than a few of the net's top retailers could learn a thing or two by studying the pages. To help speed your way around the website there's also a keyword search box, as well as a "drop-down" list of services offered. I did find some problems in the search engine, with a lot of the pages it chose having bad or old addresses. But, the

drop-down list was more accurate. The entire site is still under construction, with a number of areas not yet ready for prime time. Where pages are still under construction, links are offered to other websites offering similar information.

The Navy deserves credit for getting the site up and running, even if all sections aren't fully online yet. What's there now is light years ahead in convenience than any single source of information available to Sailors before it. The Navy notes that the rollout of the site is on schedule, and promises it will reach full operational status later this year.

I'm not a fan of the so called "web portals" advertisers would love us to bookmark as our start page. But this site looks like it would make a worthy start page for any Sailor's browser. It is, after all, "an incredibly powerful tool for education and information, available to people who might never have had access to that level of knowledge in the past." It is a perfect example of the promise of the Internet, fulfilled.

*Cyber Sailor*



[www.mediacen.navy.mil](http://www.mediacen.navy.mil)

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us to go cyber. When you see  
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## Buy U.S. Savings Bonds O • N • L • I • N • E

Service members who dislike automatic payroll deductions or who find it hard to commit money for U.S. Savings Bonds every month now have a way to buy that's just a mouse click way.

The site, [www.savingsbond.gov](http://www.savingsbond.gov), is an easily navigable wealth of information. In addition to purchasing bonds, visitors can check current interest rates and learn about the different types of bonds. Customers can pay online using a major credit card. The site advises that all bonds are sent out as first class mail and should arrive within two weeks. They can be sent to APO and FPO boxes but not regular overseas addresses.

Another helpful feature is an online calculator that helps individuals determine the current worth of their bonds. For instance, a \$50 Series EE bond purchased for \$25 in January 1992 would fetch \$40.12 if redeemed now. These figures are presented in an easy-to-read, printable table.

A section of the site specifically for children, ([www.savingsbonds.gov/sav/savkids.htm](http://www.savingsbonds.gov/sav/savkids.htm)) features games, information, a glossary and information about the U.S. Savings Bonds 2000 National Student Poster Contest. The site also lists previous contest winners and shows their posters.

Questions about the site can be e-mailed to [bonds@bpd.treas.gov](mailto:bonds@bpd.treas.gov).

*Story by American Forces Press Service.*



# Eye on the Fleet

EYE ON THE FLEET

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## HOMEcoming

Jennifer Conners awaits the return of her father, DK2 Timothy Conners, of Marquette, Mich., as the landing command control ship USS *Mount Whitney* (LCC 20) pulls into Naval Station Norfolk.

Photo by PH3 John A. Marshall

## GOING ASHORE

Members of South Africa's Special Defense Force descend a cargo-net ladder from SAS *Drakensberg* to a small boat from the dock landing ship USS *Carter Hall* (LSD 50). South African troops participated in joint amphibious beach landings with American troops as part of *West African Training Cruise '99*.

Photo by PH2 Shane McCoy

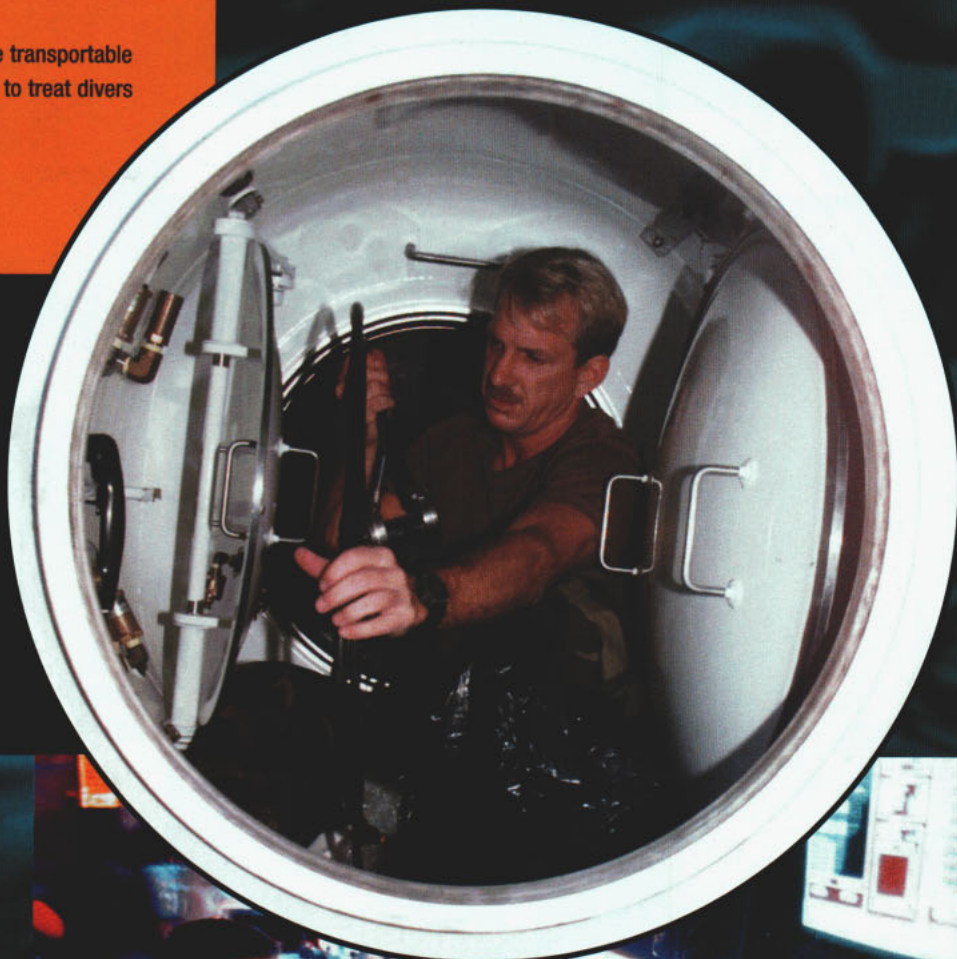




HMC Don E. Adams, from Asheboro, N.C., works to bring the transportable recompression chamber (TRCS) online. The TRCS was used to treat divers during the recovery of EgyptAir Flight 990.

Photo by PH3 Isaac D. Merriman

## UNDER PRESSURE



## WORLD VIEW

OS3 Davina McGinnis from Louisville, Ky., and OS2 Bryan L. Edmonson of Chatsworth, Ga., track surface contacts from the Combat Direction Center aboard USS *John F. Kennedy*. *Kennedy* joined units from France, Great Britain, Egypt and other NATO countries participating in Central Command's joint training exercise *Bright Star*.

Photo by PH3 Isaiah Sellers



# Eye on the Fleet



## FROM THE DEEP

Members of the U.S. Navy's Supervisor of Salvage Task Force conduct a wet check on the Deep Drone Remotely Operated Vehicle (ROV). The Deep Drone was one of several pieces of equipment used by the Navy and Coast Guard in support of the recovery of EgyptAir Flight 990.

Photo by PH1 Tina Ackerman



## SEEING SUPER

HM3 Demetriss Clark fits a Tanzanian woman with one of 2,000 donated pairs of glasses. One hundred forty three patients were given glasses on this particular day during MEDFLAG 99-2. MEDFLAG is a three-phase joint exercise involving U.S. Navy, Air Force and Army medical units and is hosted by an African nation. This year Tanzania was the host of the exercise.

Photo by JOC Gary Potterfield



## FIRING LINE

The Ship's Security Force team practices firing shotguns aboard USS *John F. Kennedy* (CV 67) during local operations in the Atlantic Ocean.

Photo by PHAN Chris Moore





### THIS WAY PLEASE

ABH3 Chris Carter from Laurel, Md., directs aircraft on the aircraft carrier USS *John F. Kennedy* (CV 67).

Photo by PHAN Chris Moore



### MAN DOWN

During a mass casualty training exercise, HM3 Thomas Terry (right) discusses the treatment of a refugee's head wound with South African Defense Force 7th Medical Battalion Dr. (Major) Arnold Human (center). Sailors from the dock landing ship USS *Carter Hall* (LSD 50) worked with South African forces as part of *West African Training Cruise '99*.

Photo by PH2 Shane McCoy

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# Last Word

## Just how long is long?

By JO1 Robert Benson

You there, sitting in your easy chair with the remote and marshmallows and doughnuts and soda: What is it with this Insaneman ... er... Ironman thing anyway? What possesses someone to race all day long with breakneck effort?

The real hero among military competitors in the most recent Ironman Triathlon in Hawaii was Chief Signalman Christopher Arnold, who began the 140 mile race at 7 a.m. and swam, biked and ran — with dogged determination and without a break — until the clock neared midnight. His official time was just more than 16 hours.

Sixteen hours! Are you kidding me? Racing for 16 hours straight? Do you have any idea just how long 16 hours is? The Adult Mayfly begins life as an egg, hatches, grows, lives a full life and dies in less than 16 hours.

In 16 hours, you could get a full night's sleep, wake, work a full day, take a nap and eat dinner. You could get in your car and drive from San Diego to Denver, or you could sit through a dozen episodes of Jerry Springer, and have enough time left over to drive to a drugstore three hours away to buy some aspirin.

Sixteen hours!

"I just wanted to finish," said Arnold before the race. He did it, in the equivalent of two Jupiter days. Six-time winner and Ironman hero Dave Scott, who once did the race in a blistering eight hours, said, "I can't imagine being out there that long. Those guys are the real champions."

Most of us mere mortals struggle through a 10-minute race — the Navy PRT test. In 16 hours, you could do about 80 PRT tests and have an hour or two left over to suck pure oxygen in a medical tent.

If the thought of racing for 16 hours

straight makes you sweat, consider this: You could board a plane at Kennedy Airport (New York City), fly to Moscow, clear customs, trek to the Siberian tundra and build an igloo — with less effort and time than Chris Arnold expended at the Ironman.

In less than 16 hours, an African Giraffe gives birth to her baby and watches it learn to walk and feed. Ocean plankton make their daily migration from the bottom of the sea to the surface (12 hours) and Rosie the Ribiter, a world-record holding jump frog, could cover some 15 miles in a 16 hour stretch if it did its 21 foot jumps back to back. When the Chief of Naval Operations announced mandatory exercising three times per week, these Navy Ironmen said, "We're Ironmen, we'll exercise three times per DAY (on hard days)!"

That's the preparation it takes to complete a race in 16 hours: dedication, sacrifice and a lot of pain. The Navy needs to take a long look at these Iron Sailors and study what makes them tick.

It surely must take more than good genes to go 16 hours, because 16 hours is just... well ... 16 hours: a long time.

In 16 hours, you can watch all the James Bond flicks featuring Sean Connery or you could visit every store in Minnesota's Mall of America, spending almost two minutes in each.

You could go to a 24-hour Laundromat at midnight, and wash your winter blues over and over until 4 p.m. the next day. You could climb Japan's Mount Fuji. You could enter and win a longest kiss contest. You could read this story backwards 800 times.

All in 16 hours.

None of those feats though, would equal the exhilaration of becoming a



Chief Signalman Christopher Arnold of Miami, Fla., waits in line the day before the race to turn in his bike. The bikes are kept in a section on the pier over night so the competitors can get to them quickly after coming out of the first leg of the race, the 2.4 mile swim.

person who carries a title that symbolizes determination, fitness and a little bit of craziness:

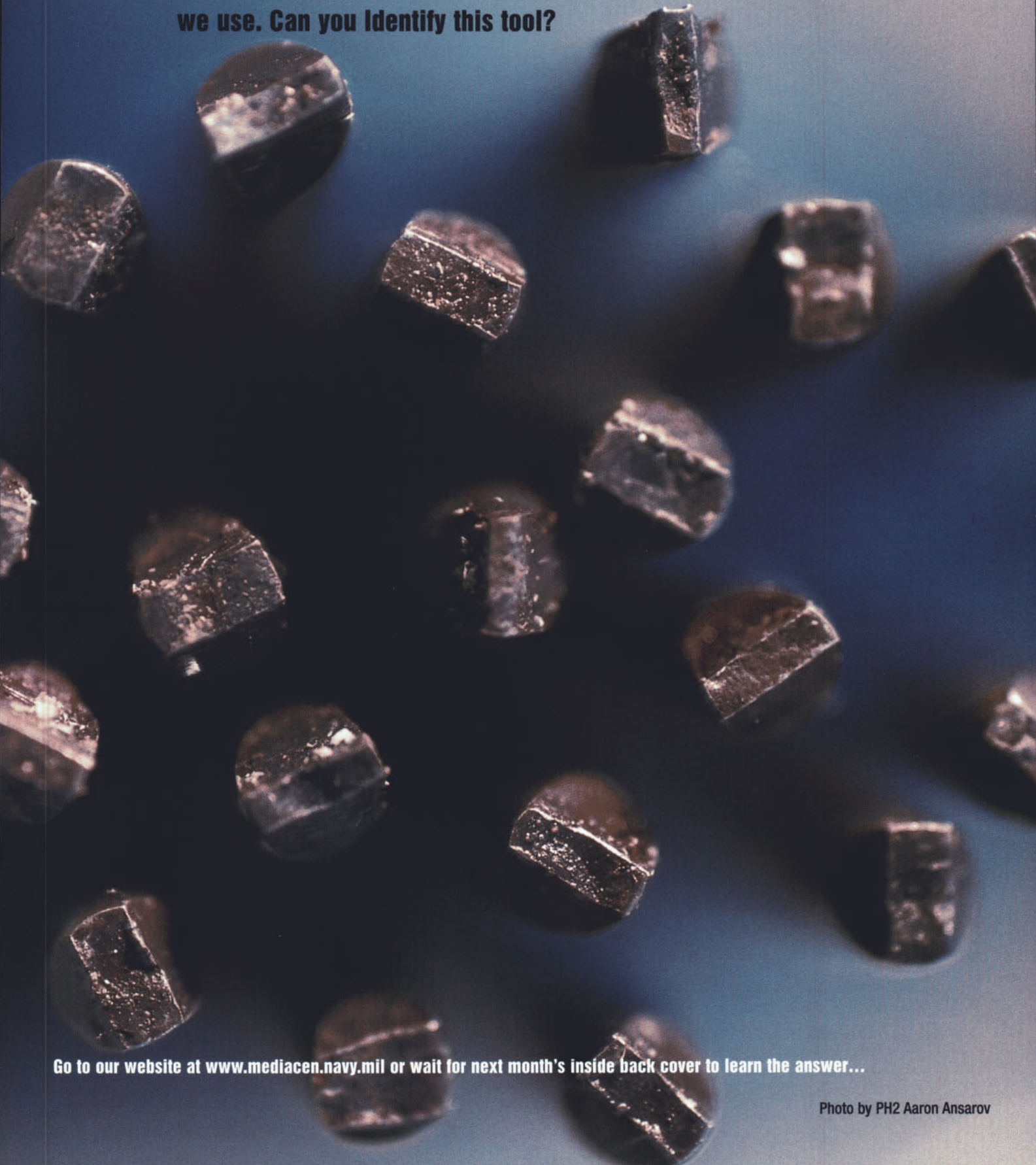
Ironman.

*Benson is a photojournalist assigned to All Hands.*



# 10Xteaser

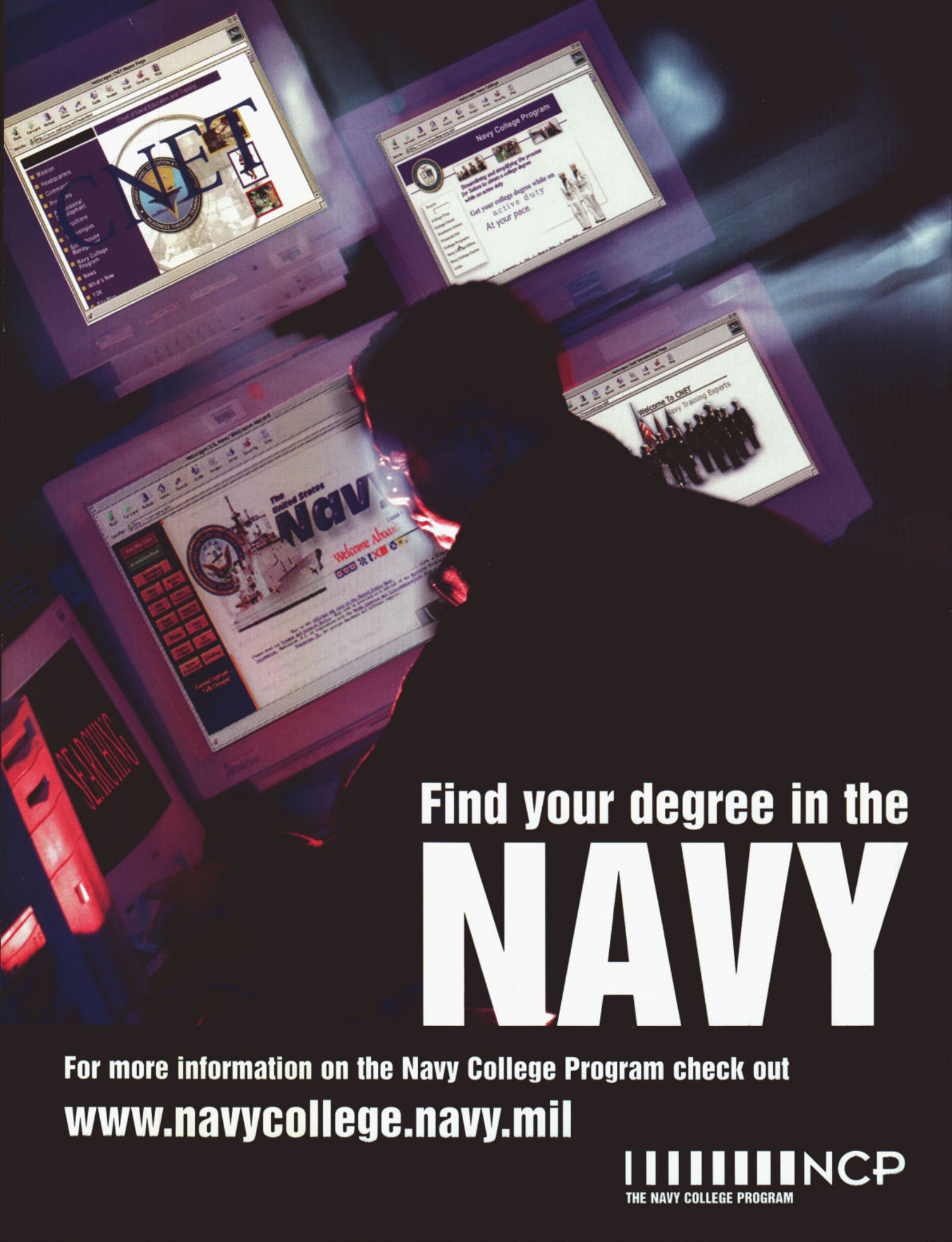
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we use. Can you identify this tool?**



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**Photo by PH2 Aaron Ansarov**





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